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CONFIGURATION REPORT

Vehicle 2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE
VIN 2C4RC1H[redacted]

Odometer 4782.3 miles
Publication Date Jun 21, 2019, 8:29:38 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT [redacted]	ORIGINAL [redacted]	PART #
PCM	Powertrain Control Module	CAN-C	68416681AD	2C4RC1H7	2C4RC1H	68416681AD
ICS	Integrated Center Stack	CAN-I	6EV301X8AB	2C4RC1H7	2C4RC1H	6EV301X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AB	2C4RC1H7	2C4RC1H	68383680AB
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1H7	2C4RC1H	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1H7	2C4RC1H	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1H7	2C4RC1H	68416741AA
ANC	Active Noise Cancelation	CAN-I	68440556AA	2C4RC1H7	2C4RC1H	68440556AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1H7	2C4RC1H	68406613AA
DDM	Driver Door Module	CAN-I	68316561AD	2C4RC1H7	2C4RC1H	68316561AD
PDM	Passenger Door Module	CAN-I	68316560AD	2C4RC1H7	2C4RC1H	68316560AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1H7	2C4RC1H	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1H7	2C4RC1H	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1H7	2C4RC1H	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1H7	2C4RC1H	68369596AB
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1H7	2C4RC1H	68316094AF
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1H7	2C4RC1H	68405292AC
PTS	Parktronics	CAN-C	68193772AJ	2C4RC1H7	2C4RC1H	68193772AJ
SCCM	Steering Column Control Module	CAN-C	68360889AB	2C4RC1H7	2C4RC1H	68360889AB
BCM	Body Controller	CAN-C	68402177AB	2C4RC1H7	2C4RC1H	68402177AB
HSM	Heated Seat Module	CAN-I	68414665AA	2C4RC1H7	2C4RC1H	68414665AA
RADIO	Radio	CAN-I	68401447AB	2C4RC1	2C4RC1H	68401447AB
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1H7	2C4RC1H	68403127AA

HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1H7	[redacted]	2C4RC1	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1H7	[redacted]	2C4RC1	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1H7	[redacted]	2C4RC1	04672786AB
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1H7	[redacted]	2C4RC1	05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD	2C4RC1H7	[redacted]	2C4RC1	68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AM	2C4RC1H7	[redacted]	2C4RC1	05190240AM
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1H7	[redacted]	2C4RC1	05185047AD
DSM	Display Screen Module	CAN-I	68316175AB	2C4RC1H7	[redacted]	2C4RC1	68316175AB
RCCC	Rear Cabin Comfort Controls	CAN-I	68395990AA	2C4RC1H7	[redacted]	2C4RC1	68395990AA
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1H7	[redacted]	2C4RC1	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AM	2C4RC1H7	[redacted]	2C4RC1	05190241AM
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1H7	[redacted]	2C4RC1	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1H7	[redacted]	2C4RC1	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA		[redacted]	2C4RC1	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	VARIANT	VERSION	ISO CODE	CVNS
PCM	USA	1B 47	91 04 01	44	59		C461C211
ICS	USA	0F 0C 00	11 16 00	44	00		
RFH	USA / USA	10 17 00	12 08 00	4A	00		
ESM	USA / USA	0F 24 00	12 02 FF	44	02		
ORC	USA / USA	11 1F 00	11 27 00	43	01		
EPS	USA / USA	12 02 03	11 15 01	45	02		
ANC	USA	0F 05 01	12 1A 01	42	10		
HVAC	USA	0E 09 00	11 29 01	44	01		
DDM	USA / USA	11 30 00	17 42 00	41	02		
PDM	USA	11 30 00	17 42 00	41	02		
DMRL	USA / USA	10 0B 00	12 0C 00	42	01		
DMRR	USA / USA	10 0B 00	12 0C 00	42	01		
PSDML	USA / USA	10 17 00	11 2D 10	40	01		
PSDMR	USA / USA	10 17 00	11 2D 10	40	01		
PLGM	USA	17 19 00	18 22 00	42	02		
IPC	USA / USA	12 0A 00	12 10 00	47	04		
PTS	USA	0E 32 00	12 1F 00	43	11		

SCCM	USA	0E 30 00	10 2B 00	43	01		
BCM	USA	0D 11 00	12 0B 90	44	15		
HSM	USA / USA	15 12 00	12 05 01	40	03		
RADIO	USA	12 21 24	12 21 24	82	05		
OCM	USA / USA	11 1F 01	0E 2F 02	40	30		
HVACR	USA	0E 09 00	10 03 02	43	01		
LBSS	USA / USA	11 30 02	12 0D 00	42	02		
RBSS	USA / USA	11 30 02	12 0D 00	42	02		
APM	USA / USA	11 32 00	11 32 00	40	01		
BPCM		0E 03 00	12 07 04	40	05		FEDBFE12
HCP	USA	11 1D 07	12 20 01	40	04		6C36848E 5412B2DD 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	40	02		
DSM	USA / USA	11 16 00	11 15 00	40	00		
RCCC	USA	0F 1D 00	11 16 00	40	00		
EAC	USA	0E 34 00	12 0F 00	41	02		
AHCP	USA	11 1D 07	12 20 01	40	00		
EBBM	USA	0E 19 02	11 18 14	40	00		BBFD096B
ABSO	USA	0E 15 02	11 0B 16	42	01		A1B31723
SGW		5	564	41	02		

PCM CONFIGURATION

NAME	VALUE	UNITS
Active Exhaust Pressure Sensor Equipped	False	
Secondary Mass Airflow Sensor Equipped	False	
Active Exhaust Valve(s) Equipped	False	
Electronic Parking Brake Equipped	True	
High Side Port Tumble Valve Equipped	False	
Mechanical Coolant Pump Equipped	False	
Aux Coolant Pump Heater Equipped	False	
Heater Temp Control Valve Equipped	False	
Wastegate HBridge Equipped	False	
Supercharger Equipped	False	
Dual Fuel Tank Equipped	False	
Low Temp Radiator Coolant Pump Equipped	False	
Dual Alternator Gen1 Capable	False	
HPT 6-Speed Trans Equipped	False	
Engine Idle Shutoff Equipped	False	
ZF 9-Speed Trans Equipped	False	
Cooled EGR Equipped	False	
Auxillary Coolant Pump Equipped	False	
PTO System Equipped	False	
Hybrid MEC Shifter Equipped	False	
A/C Relay Powered from Engine Switched Battery	False	

CNG Large Gas Tank Equipped	False	
1.0 Liter I3 Engine	False	
Variable Valve Lift Equipped	Not Equipped	
Primary Lin Alternator Equipped	Not Equipped	
Coolant On-Off Pump Equipped	Not Equipped	
2.0 Liter I4 Direct Injection Engine	False	
Remote Start Present	Present	
Adaptive Cruise Control Hardware Equipped	False	
Auxiliary Heater Electric Water Pump Equipped	False	
CUSW PROXI Write Programming Support Enabled	False	
Intake Cam 1 Equipped	True	
3.8 Liter V6 Engine	False	
Variable Speed Fuel Pump Equipped	True	
1 Speed Fan Mechanical Relay System Equipped	False	
SRV Equipped	False	
4 Speed Automatic Transmission Equipped	False	
Clutch Interlock Switch Equipped	False	
3.5 Liter V6 Engine	False	
4.7 Liter V8 Engine	False	
Fixed displacement AC Equipped	True	
Secondary Fuel Pump Equipped	False	
Linear Purge Equipped	False	
CUSW (29-Bit) Equipped	False	
Operator Idle Speed Request Equipped	False	
3.2 Liter V6 Engine	False	
ESIM Equipped	False	
GPEC2A Equipped	True	
VLP Equipped Indicator	False	
Linear PWM Fan Relay System Equipped	False	
ERS Equipped Indicator	False	
Dual Stage Oil Pump Equipped	True	
MultiAir Equipped	False	
AC Equipped	False	
Viscosity Sensor Equipped	False	
Mechanical Coolant Pump Heater Equipped	False	
Engine Stop Start Equipped	False	
Shift Indicator Lamp Equipped	False	
Auxiliary Coolant Pump Equipped	False	
Engine Oil Heater Cooler Equipped	False	
Barometric Sensor Equipped	False	
Inrush Current Reduction Relay Equipped	False	
3.6 Liter V6 Engine	True	
4.0 Liter V6 Engine	False	
Exhaust Cam 2 Equipped	True	

VFS Actuators Available Indicator	False	
1.8 Liter WI4 engine	False	
Trans Reverse Lockout Equipped	False	
Adaptive Cruise Control Equipped	False	
2.7 Liter V6 Engine	False	
Unleaded Gasoline Fuel	True	
6.4 Liter V8 Engine	False	
Oil Pressure Sensor Enabled	True	
Rear Heater Equipped	False	
GPEC4 Equipped	False	
O2 Sensor Bank 1 Sensor 3 Equipped	False	
Dual Fuel Tank Equipped	False	
Low Temperature Radiator Coolant Pump Equipped	False	
Transmission Software Included	False	
Turbocharger Equipped	False	
Next Gen Bus Equipped	False	
Electronic Throttle Control Equipped	True	
Yaw Rate Sensor ESC Equipped	False	
Coolant On-Off Pump Equipped	False	
Linear EGR Equipped	False	
Hybrid Electric Vehicle Equipped	True	
Buffered Crank Output for PHEV Engine Pulse Calculation Equipped	True	
Buffered Crank Output for ANC (Active Noise Cancellation) Equipped	True	
Intake Cam 2 Equipped	True	
Air Shutoff Valve Bank 2 Control Solenoid 2 Equipped	False	
Active Engine Mount Equipped	False	
O2 Sensor Bank 1 Sensor 1 Equipped	True	
Dual Speed Fuel Pump Equipped	False	
Wide Range O2 Sensor 1/1 Equipped	False	
ZF 9-Speed Transmission Equipped	False	
Sensorless FFV Enabled	False	
Coolant On-Off Valve Equipped	False	
Brake Pedal Sensor Equipped	False	
45RFE / 545RFE / 65RFE	False	
WI4 Variable Valve Timing Equipped	True	
O2 Sensor Bank 2 Sensor 2 Equipped	True	
Secondary Air Equipped	False	
Duty Cycle Purge Valve Equipped	True	
Dual Fuel Pressure Sensor Equipped	False	
Active Exhaust Valve Equipped	False	
VMM Equipped	False	
Aisin 6-Speed RWD Transmission Equipped	False	
Electric Coolant Valve Equipped	False	
HPT 6-Speed Transmission Equipped	False	

Unleaded diesel fuel	False	
TIP Equipped	False	
Air Shutoff Valve Bank 1 Control Solenoid 1 Equipped	False	
Wastegate H-Bridge Equipped	False	
Variable Displacement AC Equipped	False	
Electronic Coolant Pump Equipped	False	
Tumble Generator Valve Equipped	False	
AC Equipped Over Bus	False	
6.2 Liter V8 Engine	False	
Manual Transmission Equipped	False	
4 Button Integrated Cruise Control	False	
3.3 Liter V6 Engine	False	
42RLE	False	
Battery Temp Sensor Equipped	False	
62TE	False	
Air Shutoff Valve Bank 1 Control Solenoid 2 Equipped	False	
Continuous Variable Transmission Equipped	False	
CUSW (11-Bit) Equipped	False	
GPEC3 Equipped	False	
GPEC2 Equipped	False	
Cummins Equipped	False	
Active Exhaust Pressure Sensor Equipped	False	
Electric Thermostat Heater Equipped	False	
Engine Software In Package	True	
Turbine Volute Valve Actuator Equipped	False	
PTO System Equipped	False	
A/C Equipped	True	
Electric Water Pump Equipped	False	
Wide Range O2 Sensor 2/1 Equipped	False	
2 Liter Continuous Variable Transmission Equipped	False	
Fiat VIN Learning Strategy Equipped	False	
PWM Fan Motor System Equipped	True	
O2 Sensor Bank 2 Sensor 1 Equipped	True	
Humidity, Temperature and Pressure Sensor (LIN) Equipped	False	
Port Flap Valve Equipped	False	
VLP Is Learnable Indicator	False	
Powernet Equipped	True	
MDS Equipped	False	
A580 Transmission Equipped	False	
Vehicle Speed Sensor #1 Calculated from CAN	False	
Fiat 940 Compact Equipped	False	
Police Package Equipped	False	
3.7 Liter V6 Engine	False	
Power Steering Switch Equipped	False	

40TE / 41TE / 41TEA	False	
Active Grille Shutter Equipped	True	
Compressed Natural Gas Equipped	False	
MTV Solenoid Equipped	False	
WI4 Intake Flow Control Valve Equipped	False	
Throttle Inlet Temp Sensor Equipped	False	
2 Speed Fan 3 Driver 3 Relay System Equipped	False	
Supercharger Equipped	False	
5.7 Liter V8 Engine	False	
ICC Cruise Equipped	False	
1.0 Liter I3 Engine	False	
Constant Heater Temperature Control Valve Equipped	False	
ETC Cruise equipped	True	
Knock Sensor 2 Equipped	True	
Cooled EGR Equipped	False	
Transmission Oil Heater Equipped	False	
DUAL_ALTERNATOR_GEN1_LEARNEDCOPY	False	
3 Speed Fan Mechanical Relay System Equipped	False	
Electronic Vacuum Pump Equipped	False	
2.0 Liter WI4 engine	False	
O2 Sensor Bank 1 Sensor 2 Equipped	True	
4.0 Liter I6 Engine	False	
2 Speed Fan Mechanical Relay System Equipped	False	
Exhaust Cam 1 Equipped	True	
2 Speed Fan PWM Relay System Equipped	False	
Vehicle Speed Sensor #1 Calculated by ECU	False	
CMCV H-Bridge Equipped	False	
Fan Wake Up Relay System Equipped	False	
2.4 Liter WI4 engine	False	
66RFE / 68RFE	False	
Knock Sensor 1 Equipped	True	
Auxiliary Coolant Pump Heater Equipped	False	
EMAT (Getrag DCT transmission) Equipped	False	
Trans Skip Shift Equipped	False	
Starter Relay 2 Equipped	False	
High Side Port Tumble Valve Equipped	False	
Brushless PWM Fan Equipped	NOT_FAN_PWM_BOSCH_BRUSHLESS_CNFG	
Electronic Automatic Transmission (EATX) Equipped	False	
TOOLCONFIG_OIL_PRESS_ABS_EQUIPPED	True	
3.0 Liter V6 Engine	False	
Direct Injection Equipped	False	
Primary Lin Alternator Equipped	False	
Engine Idle Shutoff Equipped	False	
6.1 Liter V8 Engine	False	

Mass Airflow System Equipped	False	
Brake Pedal Sensor Equipped	False	
SWAP HARDWIRED BRAKE SWITCH INPUTS	False	
LIN Humidity, Temp, and Pressure Sensor Equipped	False	
Make Up Air Sensor Equipped	False	
5 Button Cruise (LIN) Equipped	True	
INTAKE O2 SENSOR EQUIPPED	False	
Bi-Directional Crank Sensor Equipped	True	
Dual Fuel Pressure Sensor Equipped	False	
Throttle Inlet Temp Sensor Equipped	False	
Operator Idle Speed Request Equipped	False	
Cylinder Pressure Sensor Equipped	False	
CUSW 4-Button Cruise Equipped	False	
Power Steering Angle Sensor Mandatory	False	
Clutch Sensor Equipped	False	
Engine Oil Pressure Sensor Type	255	None

ICS CONFIGURATION

NAME	VALUE	UNITS
Display Type (Mid)	False	
Display Type (Base)	True	
Display Type (High)	False	

RFH CONFIGURATION

NAME	VALUE	UNITS
Secret Key Sent to Body Controller - Most recent attempt	Yes	
Fob Location #7 Key sense status	Fob is NOT Key Sense	
VIN Successfully Programmed	Yes	
Valid Key In Ignition	Yes	
Fob Location #4 Successfully Programmed	No	
Fob Location #2 Successfully Programmed	Yes	
Fob Location #6 Successfully Programmed	No	
Fob Location #5 Key sense status	Fob is NOT Key Sense	
Fob Location #8 Successfully Programmed	No	
Fob Location #3 Successfully Programmed	No	
Fob Location #4 Key sense status	Fob is NOT Key Sense	
Fob Location #7 Successfully Programmed	No	
Fob Location #6 Key sense status	Fob is NOT Key Sense	
Fob Location #1 Key sense status	Fob is NOT Key Sense	
Secret Key Sent to Body Controller - Original attempt	Yes	
Fob Location #5 Successfully Programmed	No	
Fob Location #1 Successfully Programmed	Yes	
Fob Location #3 Key sense status	Fob is NOT Key Sense	
RFHub Locked	RFHUB Locked after IAC write	

PIN Successfully Programmed	Yes	
Fob Location #2 Key sense status	Fob is NOT Key Sense	
Fob Location #8 Key sense status	Fob is NOT Key Sense	
Hardware Configuration: Front Right Door Handle H/W	Serial AP	
Hardware Configuration: Front Left Door Handle H/W	Serial AP	
Hardware Configuration: Rear Left Door Handle H/W	No AP	
Hardware Configuration: Remote Start Antenna	Present	
Hardware Configuration: Rear Right Door Handle H/W	No AP	
Hardware Configuration: Trunk Door Handle H/W	Simple Switch AP	
Back Up Vehicle Config 6	True	
Back Up ECU Configuration 3	True	
Back Up Vehicle Config 2	True	
Back Up ECU Configuration 13	True	
Back Up ECU Configuration 14	True	
Back Up Vehicle Config 4	True	
Back Up ECU Configuration 12	True	
Back Up Vehicle Config 5	True	
Back Up ECU Configuration 2	True	
Back Up Customer Settings Menu 1 (CSM1)	True	
Back Up Vehicle Config 1	True	
Back Up ECU Configuration 15	True	
Back Up ECU Configuration 7	True	
Back Up ECU Configuration 5	True	
Back Up Vehicle Config 7	True	
Back Up ECU Configuration 4	True	
Back Up ECU Configuration 11	True	
Back Up ECU Configuration 10	True	
Back Up ECU Configuration 1	True	
Back Up Customer Settings Menu 2 (CSM2)	True	
Back Up Programmed ECUs: Cabin Network	True	
Back Up Programmed ECUs: P/T Chassis Network	True	
Back Up ECU Configuration 6	True	
Back Up ECU Configuration 9	True	
Back Up ECU Configuration 17	True	
Back Up ECU Configuration 16	True	
Back Up ECU Configuration 8	True	
Back Up Vehicle Config 3	True	
Passive Entry	True	
TPM Auto-Locate Enabled	True	
e-shifter present	True	
Base TPM	False	
Hybrid Type	PHEV	
RKE	True	
Secret Codes Programmed	True	

Module Configuration Status	True	
Remote Start Present	True	
KeySense Configuration	False	
Auto Park Present	True	
Keyless Go	True	
Premium TPM	True	
Ignition system type connected	KIN system	
$0214 Programmed by	Programmed by Supplier EOL	

ORC CONFIGURATION

NAME	VALUE	UNITS
Rollover Sensing	Configured	
Left Side Seat Squib 1	Configured	
Left B-Pillar Impact Acceleration Sensor	Configured	
Passenger Seat Track Position Sensor	Configured	
Second Row Left seat belt Switch	Not Configured	
Driver Knee Bolster Squib	Configured	
Driver Seatbelt Buckle Pretensioner	Not Configured	
Second Row Right Seat Side Airbag	Not Configured	
Driver Seatbelt Anchor Pretensioner	Configured	
Passenger Seatbelt Retractor Pretensioner	Configured	
Right Up-Front Acceleration Sensor	Configured	
Passenger Seatbelt Anchor Pretensioner	Configured	
Driver Seatbelt Load Limiter	Configured	
Driver Frontal Squib 3	Configured	
Passenger Knee Bolster Squib	Configured	
Driver Seatbelt Retractor Pretensioner	Configured	
Left Side Door Pressure Sensor	Configured	
Second Row Center seat belt Switch	Not Configured	
Right Curtain Squib 1	Configured	
Passenger Airbag Disable Indicator	Not Configured	
Right Side Door Pressure Sensor	Configured	
Driver Seat Track Position Sensor	Configured	
Left D-Pillar Impact Acceleration Sensor	Configured	
Right D-Pillar Impact Acceleration Sensor	Configured	
Passenger Occupant Detection Sensor	Not Configured	
Passenger Airbag Disable Switch	Not Configured	
Right Side Seat Squib 1	Configured	
Passenger Frontal Squib 4	Not Configured	
Passenger Frontal Squib 2	Configured	
Right B-Pillar Impact Acceleration Sensor	Configured	
Passenger Seatbelt Buckle Pretensioner	Not Configured	
Right C-Pillar Impact Acceleration Sensor	Configured	
Passenger Frontal Squib 1	Configured	

First Row Passenger Seatbelt Buckle Switch	Configured	
Second Row Right seat belt Switch	Not Configured	
Occupant Classification (OCM)	Configured	
Passenger Seatbelt Load Limiter	Configured	
Driver Frontal Squib 4	Not Configured	
Second Row Left Seat Side Airbag	Not Configured	
Left Up-Front Acceleration Sensor	Configured	
Driver Frontal Squib 1	Configured	
Passenger Frontal Squib 3	Configured	
EPPM	Not Configured	
Driver Frontal Squib 2	Configured	
Configuration Column Identifier	A3	
Left Curtain Squib 1	Configured	
First Row Driver Seatbelt Buckle Switch	Configured	
Left C-Pillar Impact Acceleration Sensor	Configured	

EPS CONFIGURATION

NAME	VALUE	UNITS
Stop/Start Feature Active	False	
Parallel Park Assist Feature Active	False	
Dynamic Steering Torque Feature Active	True	
Lane Feedback Feature Active	False	

ANC CONFIGURATION

NAME	VALUE	UNITS
Premuim - 2 (12 Channel)	False	
Premuim - 1 (8 channel)	False	
Premium - 3 (SRT8)	True	
Door Module - Left Rear	Present	
NetCFG Stat AT, I, PT	Request Data	
Door Module - Right Front	Present	
Door Module - Right Rear	Present	
Door Module - Left Front	Present	
Current ANC Calibration ID - Service	Harman ANC Module 3.6L	
Left/Right Hand Drive	SNA / Not Programmed	
ANC Status	Off - Window Mute	
ANC Calibration Date - Year	18	
ANC Calibration Date - Patch	3	
ANC Calibration Date - Week	25	

HVAC CONFIGURATION

NAME	VALUE	UNITS
DualZone ATC Control (Factory) (BB)	False	
MTC With EBL (3Knob)	False	

Dual Zone MTC Control (BB)	False	
MTC heater only (3Knob)	False	
DualZone ATC Control (BB)	False	
MTC Without EBL (3Knob)	False	
Single Zone MTC Control (BB)	False	
HVAC Configuration	Dual Zone ATC + Rear	

DDM CONFIGURATION

NAME	VALUE	UNITS
Global Down	False	
Memory Feature	False	
EC Mirrors	False	
Heated Mirror	True	
Global Up	False	
Power Folding Mirror	False	
Window Motor Hall Sensors	False	
Mirror Puddle Lamps	False	
Sun Shade	False	
Ambient Temperature Sensor	False	
Door Handle LED (Ambient Lights)	True	
Blindspot Mirror	True	
Mirror approach lights	False	
Door Courtesy Lamp	False	
Mirror Signal Lamp	False	
Map Pocket LED (Ambient Lights)	False	
Window express feature	True	
Tow Mirrors	False	

PDM CONFIGURATION

NAME	VALUE	UNITS
Sun Shade	False	
Door Courtesy Lamp	False	
Door Handle LED (Ambient Lights)	True	
Frameless Window	False	
Window express feature	True	
Global Down	False	
EC Mirrors	False	
Puddle lamps	False	
Ambient Temperature Sensor	False	
Power Folding Mirror	False	
Global Up	False	
Window Motor Hall Sensors	False	
Tow Mirrors	False	
Mirror Signal Lamp	False	

Heated Mirror	True	
Memory Feature	False	
Map Pocket LED (Ambient Lights)	False	
Blindspot Mirror	True	

PSDML CONFIGURATION

NAME	VALUE	UNITS
VSIM Status	False	

PSDMR CONFIGURATION

NAME	VALUE	UNITS
UPFM Status (Present = True, Absent = False)	False	

IPC CONFIGURATION

NAME	VALUE	UNITS
PHEV	True	
Rear Fog Lamp	False	

PTS CONFIGURATION

NAME	VALUE	UNITS
Front License Plate Configuration	Front Plate Config - USA	
Front System with 6 Rear Sensors	False	
Rear System with 6 Front Sensors	False	

SCCM CONFIGURATION

NAME	VALUE	UNITS
Rear Wiper	True	
Paddle Shifter	False	
Cruise Control / ACC	True	
Tilt Telescope	False	

BCM CONFIGURATION

NAME	VALUE	UNITS
Number of Reprogramming Attempts - Counter #0	0	
Last Programmed Status	Manufacturing	
Vehicle Configuration Programmed Status	True	
Vehicle Configuration 3 - Write Counter	4	
ECU Configuration 11	4	
ECU Configuration 6 (Suspension)	4	
ECU Configuration 1 (CBC Configurable Inputs and Outputs)	4	
Vehicle Config CSM1	4	
ECU Configuration 10	4	
Vehicle Configuration 2 - Write Counter	4	
ECU Configuration 9 (ITM)	4	

ECU Configuration 6 (Brake)	4	
Vehicle Configuration 6 - Write Counter	4	
ECU Configuration 5 (Wireless)	4	
Vehicle Configuration 5 - Write Counter	4	
Vehicle Configuration Auto Write Counter	1	
ECU Configuration 9A	4	
ECU Configuration 5 (Doors)	4	
ECU Configuration 14	4	
Programmed ECUs: Hybrid LAN Network	0	
ECU Configuration 5 (Memory)	4	
ECU Configuration 7 (CBC Exterior Lighting Calibrations)	4	
Programmed Network Configuration - Audio / Telematics Network	0	
Vehicle Config CSM2	4	
Programmed ECUs: P/T Chassis Network	4	
Last Configuration Odometer	0	miles
Vehicle Configuration 1 - Write Counter	4	
Vehicle Configuration 4 - Write Counter	4	
ECU Configuration 13	4	
ECU Configuration 8 (LIN and Miscellaneous)	4	
ECU Configuration 12	4	
ECU Configuration 15 (Suspension)	4	
ECU Configuration 15 (CBC Features)	4	
ECU Configuration 6 (Powertrain)	4	
Programmed ECUs: Cabin Network	4	
ECU Configuration 2 (CBC Features)	4	
ECU Configuration 6 (Safety)	4	
Vehicle Configuration 7 - Write Counter	4	
ECU Configuration 3	4	
ECU Configuration 4	4	
Emode Present	Not Set	
Auto Highbeam	Not Set	
Left/Right Hand Drive	Left Hand Drive	
Maximum Vehicle Speed	0	MPH
Body Style	Station Wagon	
Country Code	USA	
Model Year	2019	
Shifter Type	5 Position Rotary Eshifter PRNDL / Type RS5L	
Remote Start Present	Set	
Vehicle Line	RU	
Hill Descent Feature Present	Not Set	
Drive Configuration	2WD Front	
Performance Pages Present	Not Present	
Special Packages	74	
PTS Configuration	Rear / REAR	

Select Speed Control Feature Present	Not Set	
SKIM System Present	Not Set	
Max Load Inflation Pressure Front Tire	36.0	PSI
Cruise Feature is Present	Set	
Flipper Glass Present	Not Set	
Rain Sensor Present	Not Set	
Off Road Capable	Not Set	
Air Conditioning Present	Not Set	
Power Inverter Type	No Power Inverter	
Full Size Spare	Not Set	
Thatcham Present	Not Set	
Max Load Inflation Pressure Rear Tire	36.0	PSI
Special Packages IC	No Package / NONE	
Forward Collision Warning present	Not Set	
Adjustable Pedal Feature Present (non-Memory)	Not Set	
Fuel Capacity	17	gallons
ESCL system present	Not Set	
Two Fuel Sending Units Present	Not Set	
Vehicle is an SRT	Not Set	
T-Case Type	Not Present / Not Present	
High Intensity Discharge Head Lamps	Not Set	
Wheel Base	Wheel base not programmed / WB_NP	
Auto Headlamp Feature Present	Set	
Secondary Lock Present	Not Set	
Chassis Type	Type 9	
Auto Park Present	Set	
Power Left Sliding Door Present	Set	
Door Alert Feature Present	Not Set	
Display Compass Heading Present	Set	
HVAC Configuration	Dual Zone ATC + Rear	
FOBIK Safe Enable	Set	
RKE System Present	Set	
Display Outside Temperature Present	Set	
Disable Display of Radio Clock	Not Set	
Premium TPM system present	Set	
Collision Mitigation System present	Not Set	
Vehicle Brand	Chrysler	
Police Lighting Feature	Not Set	
Sport Mode Present	Not Set	
Liftgate/Trunk Type	Power Liftgate	
Paddle Shift Feature Present	Not Set	
Window Express Feature Configuration	Front windows express only	
Passive Entry Present	Set	
ELV Present	Not Set	

Keyless Go Present	Set	
Power Right Sliding Door Present	Set	
Base TPM system present	Not Set	
Transfer Case High Ratio	1.000	No Unit
Axle Ratio	3.251	
Transfer Case Low Range Reduction Ratio	0.000	
Dynamic Tire Circumference (All or Rear)	89	inch
Air Quality System Present	Not Set	
Steering Ratio at Negative Angle 1	0.0	No Unit
Analog Door Sensor Configuration	Driver Door Only Analog Sensor	
Connector E Pin 9: Run-ACC Y Relay #2 Output Present	Set	
Connector E Pin 5: PHEV Fuel Door Switch Input	Set	
Connector G Pin 15: UGDO Feed Output Present	Not Set	
Connector D Pin 9: Trailer Tow Backup Output Present	Not Set	
Connector A Pin 3/Connector D Pin 2: Low Beam Output Present	Set	
Connector G Pin 9: Ambient Light Dimmer Wheel Input Present	Set	
Connector E Pin 39/Connector F Pin 5: Rear Fog Lamps Output Present	Not Set	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Set	
Connector F Pin 35: Inverter Enable Relay Output Present	Not Set	
Connector F Pin 4: Liftgate Release Present	Not Set	
Connector E Pin 41: Charge Port Unlock Output Present	Set	
Connector E Pin 8: PHEV HCP Hardwire Wakeup	Set	
Connector F Pin 29: Horn Switch Present	Set	
Connector A Pin 1 and Connector D Pin 13: Front Fog Lamps Output Present	Set	
Connector F Pin 8 : Liftgate Release Outside Handle Switch Present	Not Set	
Connector D Pin 15: Left Dedicated DRL Lamps Output Present	Set	
Connector A Pin 10/Connector D Pin 5: Side Markers Output Present	Set	
Connector E Pin 29: Rear Wiper Motor Park Signal Present	Set	
Connector A Pin 22: Right Dedicated DRL Lamp Output Present	Set	
Connector D Pin 10: Trailer Tow Tail Lamp Output Present	Not Set	
Connector D Pin 12: PHEV ECM Hardwire Wake Up Output Present	Set	
Connector D Pin 22/ Connector D Pin 23: Ambient Temperature Signal/Return Present	Set	
Connector E Pin 7: Left HID Relay Control Output Present	Not Set	
Connector E Pin 42: Charge Port Lock Output Present	Set	
Connector G Pin 22: VTA Warning LED Output Present	Set	
Connector F Pin 6: Fuel Door Motor Output Signal Present	Set	
Connector D Pin 7: Stop/Turn Trailer Tow Right Output Present	Not Set	
Connector F Pin 9: Analog Door Ajar Signal Front Driver Present	Set	
Connector E Pin 11: Vacuum Switch Input	Not Set	
Connector E Pin 4/Connector F Pin 32: Rear Park Lamps Output Present	Set	
Connector F Pin 23: Door Lock Switch Signal Front Passenger Present	Set	
Connector G Pin 24 (Internally tied to Connector F Pin 7): Ambient Lighting Output	Not Set	

Connector A Pin 11: Hood Ajar Switch Input Present	Set	
Connector E Pin 3/Connector F Pin 42: Rear Turn Lamps Output Present	Not Set	
Connector E Pin 34: Vacuum Cleaner Relay Output Present	Not Set	
Connectro E Pin 37: Right HID Control Output Present	Not Set	
Connector D Pin 11: Stop/Turn Trailer Tow Left Output Present	Not Set	
Park Lamp Loadshed Enable	Set	
Tip Start Enabled	Set	
LED Front Park/Marker Lamps Present	Set	
Bi Xenon Headlamps Enable	Not Set	
Rear Wiper Park Enable	Set	
LED Low Beam Lamps Present	Not Set	
LED Front Fog Lamps Present	Not Set	
Dual Start Relay System Present	Not Set	
Headlamp Wash Spray Duration (at 100 ms intervals)	1100ms	
Headlamp Washer Low Fluid Shut-Off Enable	Set	
Fuel Door Release Enabled	Not Present	
DRL Lamp Location	Dedicated	
DRL Configuration	No DRL	
LED Rear Turn Lamps Present	Not Set	
Horn Chirp Allowed	Set	
Quad Headlamps Enable	Set	
Exterior Light Loadshed Enable	Set	
Headlamp Wash Interval	wash cycle#11	
DRL Dropout Enable	Set	
Headlamp Wash Shot	double	
LED Stop Lamps Present	Not Set	
One Touch Lane Change	Set	
LED Reverse Lamps Present	Not Set	
Wiper Service Position Enabled	Not Set	
Hazard Lamp Configuration	Latching Switch	
LED Tail Lamps Present	Set	
Reversible Washer Pump Enable	Set	
Front Fog Lamp Dropout Enable	Set	
Front Wiper Wipes After Wash	2 Wipes	
LED CHMSL Lamp Present	Set	
Combined Front Park/Turn Feature Enable	Not Set	
Side Repeaters Enable	Not Set	
LED Rear Fog Lamps Present	Not Set	
Combined Rear Lighting Enable	Set	
Intermittent Wiper States	4 Intermittent Wiper position Switch	
Trailer Tow Present	Not Set	
LED Dedicated DRL Present	Set	
LED License Lamps Present	Set	
Tunnel Detection	Not Set	

Front Wiper Park Enable	Set	
LED High Beam Lamps Present	Not Set	
Fuel Door Present	Not Set	
Illuminated approach Enabled	Not Set	
LED Front Turn Lamps Present	Not Set	
Rear Camera Present	Set	
Antenna Type	Active Primary and no secondary antenna	
Microphone Type	Peiker 300 mv	
Surround Sound Feature Present	Not Set	
Power Inverter Present	Not Set	
Power Door Locks Present	Set	
Front Park Assist Present	Set	
Front Heated Seats Present	Set	
Microphone Configuration	2 Microphones	
Cabin Equilization Curve Number	6 Speaker Base (RU)	
Microphone Tuning Parameter	Absent [Not Used]	
Splashscreen Type	Vehicle Brand	
Heated Steering Wheel Present	Set	
Disable CD Eject	Not Set	
External Port Type	AUX + USB	
Destination	United States of America	
Fleet Vehicle Content	Not Set	
AP2 Right Front	Smart Switch	
Tip Start Present	Set	
AP5 Trunk Lock	Simple Switch	
Airport Scenario Trunk	Not Set	
AP3 Left Rear	CAN	
AP1 Left Front	Smart Switch	
AP5 Trunk Unlock	CAN	
AP4 Right Rear	CAN	
Vehicle Variant	Undefined	
Folding mirrors present	Not Set	
Window Hall Sensors Present	Not Set	
Driver Memory Mirrors Present	Not Set	
Electro-chromatic passenger mirror present	Not Set	
Tow Mirror Present	Not Set	
Puddle Lamp Present	Not Set	
Rear Door Pre Short Drop	Not Set	
Mirror turn signals present	Not Set	
Sun Shade	Not Set	
Blindspot Mirror Present	Set	
Heated Mirrors Present	Set	
Frameless Window Present	Not Set	
Electro-chromatic driver mirror present	Not Set	

Window Motor Type	Not Set	
Passenger Window Lockout	Not Set	
Global Down	Not Set	
Passenger Memory Mirror Present	Not Set	
Global Up	Not Set	
Heated Wheel Material Type	Full Leather	
Rear Heated Seats Present	Not Present	
Heated Seat Material Type	Cloth	
Front Vented Seats Present	Not Present	
Tilt/Telescope Steering Present	Not Set	
Memory Adjustable Pedals Present	Not Set	
Driver Memory Seat Present	Not Set	
Stow 'n Assist Present - Driver	Not Set	
Stow 'n Assist Present - Passenger	Not Set	
Heated Steering Wheel Present	Present	
Brake System ECU Configuration A	value 0	
ECO Mode Configuration	Remember Previous State with Ignition Key Cycle	
Dual Alternator Present	Not Set	
Connector E Pin 28: Secondary Door Ajar Switch Present - PIN E-28	Set	
Manual Door Locks Present	Not Set	
Connector F Pin 37: Vacuum Cleaner Power Saver Indicator	Not Present	
Connector D Pin 4: Digital Spare Input #1	Not Present	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Rear Wiper (0)	
CHMSL Lamp Output Disable	Not Set	
Connector G Pin 2: Fog Lamp Switch Input	Fog Lamp Switch	
Connector D Pin 8: Digital Spare Input #2	Not Present	
Max Engine Off Time	220	Time
Connector F Pin 30: Fuel Door Lock (BUX)	Not Present	
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Heatsoak Set Time	15	Time
Engine Off Clear Time	180	Time
Heatsoak Speed	15	Counter
Auto High Beam Module Location	None	
Connector E Pin 39: Right Rear Turn Signal	Right Rear Turn Signal	
Heatsoak Flush Time	105	Time
Connector F Pin 15: Driver Door Lock Switch Input	Not Present	
Connector F Pin 29: Horn Switch Present	Horn Switch Input	
Connector F Pin 13: Left Sliding Door Switch Input (B-Pillar)	Left B-Pillar sliding Door Switch	
Connector F Pin 16: Passenger Door Lock Switch Input	Not Present	
Humidy Sensor Long Present	Set	
License Plate Lamp Disable	Not Set	
Connector F Pin 14: Right Sliding Door Switch Input (B-Pillar)	Right B-Pillar Sliding Door Switch	
Ambient Stable Counter Limit	40	Counter

Connector G Pin11/Connector G Pin 12: Not Used	ERS	
Rain Sensor Module #2 Present	Not Set	
Conncetor F Pin 33: Fuel Door Unlock (BUX)	Not Present	
Connector F Pin 34: Spare HSD	Not Present	
Excess Longitudinal Acceleration Factor	Filter Off	
Nose Dive Threshold	Filter Off	
Acceleration Factor	Filter Off	
Average Last Lateral Acceleration Values	No Averaging	
Brake Smoothing Duration	Filter Off	
Acceleration Threshold	Filter Off	
Maximum Longitudinal Change	Filter Off	
Brake Smoothing Threshold	Filter Off	
Excess Lateral Acceleration Factor	Filter Off	
Steering Smoothing Threshold	Filter Off	
Steering Smoothing Duration	Filter Off	
Brake Smoothing Factor	Filter Off	
Nose Dive Factor	Filter Off	
Maximum Lateral Change	Filter Off	
Average Last Longitudinal Acceleration Values	No Averaging	
Steering Smoothing Factor	Filter Off	
VTA Hood Ajar Monitoring	Not Set	
Interior Lighting Night Threshold	4.45147	Volt
RKE Auto-Relock Feature Enable	Not Set	
Horn Chirp Duration	Short	
Auto High Beam ON Threshold	25 km/hr	
Interior Lighting Day Threshold	4.27498	Volt
PE Auto-Relock Feature Enable	Set	
Parking Light Enable	Not Set	
Auto High Beam OFF Threshold	20 km/hr	
Headlamp Soak Delay	1.0 sec	
Sunroof Present	Not Set	
Smart Alternator Present	Not Set	
TPMS Configuration	Logic 1 NHTSA Enable Warning	
Temperature Display Resolution	HaLF	
Auto Dimming Mirror Hard Button Present	Set	
Drive Mode Version	Version 1	
Surround View Camera On/Off Softkey Present	Not Set	
Radio Speaker Open Circuit Disable (RR)	Set	
Show Phone Information in Cluster	01	
Automatic Crash Notification Feature Present	Undefined	
Radio Speaker Open Circuit Disable (LR)	Set	
Radio Speaker Open Circuit Disable (RF)	Set	
ANC Calibration Parameter Data Set	Non Amplified 3.6L PHEV	
Radio Speaker Open Circuit Disable (LF)	Set	

Park Assist Tuning Set	Sahara	
3rd Row Lock CSO	Not Set	
BUX Market	False	
Driver Kneebag Present	True	
ODS Present	False	
Passenger Kneebag Present	True	
1st Row Seat Side Airbags Present	True	
Passive Ped Pro Present	False	
Integrated EPP Present	False	
Curtain Airbags Present	True	
Tow Hooks Present	False	
Connector A Pin 11: Hood Ajar Switch Signal	500 ohm series and 500 ohm parallel resistors	
Connector D Pin 12: PHEV ECM Hardwire Wake Up	Engine Control Module Wake up (PHEV only)	
Connector F Pin 28: Right Rear Turn Lamp Fault Sense	Disable	
Connector F Pin 5: Left Rear Fog Lamp	Output Disable	
Connector F Pin 41: Backup-Reverse lamp Left	Set	
Connector F Pin 29: Horn Switch Input	Horn Switch Input	
Connector F Pin 31: Right Sliding Door Ajar	Right Sliding Door Ajar	
Connector E Pin 7: Left HID Relay Control	Left HID Lamp Relay	
Stop/Start Enable Switch Present	Not Set	
Connector F Pin 27: Left Sliding Door Ajar	Left Sliding Door Ajar	
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Connector F Pin 4: Liftgate Release	Trunk/Liftgate Release	
Connector E Pin 37: Right HID Relay Control	Right HID Lamp Relay	
Connector F Pin 25: Left Rear Turn Lamp Fault Sense	Disable	
Connector D Pin 21: Brake Fluid Level Switch	no parallel resistor	
Connector D Pin 11: Stop/Turn Trailer Tow Left Output Present	Reserved	
Connector E Pin 29: Rear Wiper Motor Park Signal	Reserved	
Connector E Pin 39: Right Rear Fog Lamp	Output Disable	
Connector A Pin 2: Right High Beam Feed	Right High Beam (0)	
Connector E Pin 5: E-5 PHEV Fuel Door Switch Input	PHEV Fuel Door Switch	
Connector D Pin 1: Left High Beam Feed	Left High Beam (0)	
Connector F Pin 42: Right Rear Turn Signal	Right Rear Turn Signal	
Connector E Pin 1: Backup-Reverse lamp Right	Set	
Rear View Camera Static Grid Lines Enabled	Not Set	
Rear View Camera Dynamic Grid Lines Enabled	Set	
Auto Wipers	Not Set	
Auto Highbeam	Not Set	
Auto Unlock	Set	
Sliding Door Chime Enable	Set	
Sound Horn On Lock Status	Chirp on 1st press/FIRST	
Auto Lock	Set	
Illuminated Approach Time	30	seconds

Unlock all doors on 1st press	Set	
Headlamp Delay Time	30	seconds
Sound Horn on Remote Start	Set	
Hands Free Sliding Door Enable	Set	
Headlamps on with Wipers	Set	
Sound Horn on Lock	Set	
Sliding Door Alert	Not Set	
Flash Lamps on Lock	Set	
Daytime Running Lamps	Set	
Accessory Delay Time	45	seconds
Siren	Not Set	
Tilt	Not Set	
Ultrasonics	Not Set	
Left Low Beam Voltage Regulation	13.6 Volts	
Right Rear Corner Voltage	14 Volts	
Right Front Corner Voltage	13.4 Volts	
Auto Headlamp Off Threshold	2.54930	Volt
Left High Beam Voltage Regulation	13.6 Volts	
Front Park/Turn Voltage	Park to Turn ratio 55 Percent	
Auto Headlamp On Threshold	3.31409	Volt
Left Rear Corner Voltage	14 Volts	
Right High Beam Voltage Regulation	13.8 Volts	
Right Low Beam Voltage Regulation	14 Volts	
Left Front Corner Voltage	13.2 Volts	
Battery Type II	255	
IBS Minimum Charge Limit	600	mA
IBS Minimum Voltage Limit	5.0	Volts
IBS Activate MWU	Not Set	
Battery Types	SNA	
IBS Quiescence Current Limit	-250	mA
IBS Minimal Charge Limit	10	AmpHrs
OBCM	Set	
EBCM	Set	
ESM	Set	
EAC	Set	
APM	Set	
AHCP	Set	
HCP	Set	
BPCM	Set	
ESC	Set	
ECM	Set	
ORC	Set	
VTM	Not Set	
DMRL	Set	

PSDMR	Set	
EDM	Not Set	
EOMR	Set	
DDM	Set	
DTV	Not Set	
PDM	Set	
HVACR	Set	
PLGM	Set	
ICS	Set	
DSM	Set	
CVPM	Not Set	
MSMP	Not Set	
ANC	Set	
HSM	Set	
MSM	Not Set	
PSDML	Set	
Radio	Set	
DMRR	Set	
VRM	Not Set	
FSM	Not Set	
ITM	Not Set	
BCM (Interior Bus)	Set	
EAM	Not Set	
HVAC	Set	
AMP	Not Set	
Illuminated Approach Interior Lighting Ramp Up Time	130(2600ms)	
VTA System Present	VTA	
Alert On System Fault	Set	
Washer Fluid Level Voltage Threshold	4.46 volts	
EVIC SWS Module Present	Set	
Fobik Safe Alerts Per Ignition Cycle	2	
Panic Enable	Set	
IBS Present	Set	
Humidity Sensor Present	Set	
Compass Mounting Angle	0	Degree
Compass Mounting Orientation	Rightside up	
Alert On Search Timeout	Set	
Illuminated Approach Taillamp Target Percentage	125 (62.5%)	
Auto Relock Time	60	seconds
Illuminated Approach Interior Lighting Target Percentage	100(50%)	
Alert no Reply	Set	
OHC Module Present	Set	
Illuminated Approach Headlamp Target Percentage	125 (62.5%)	
HFRM Present	Not Set	

CRVMM Present	Set	
AHLM	Not Set	
IPC	Set	
TCM	Not Set	
ORC	Set	
EPS	Set	
ABS	Not Set	
FFCM	Not Set	
OCM	Set	
SCCM	Set	
PTS	Set	
ACC	Not Set	
ESM	Set	
RFH	Set	
HCP	Set	
ABSO	Set	
BCM (PT)	Set	
PCM	Set	
ESL	Not Set	

HSM CONFIGURATION

NAME	VALUE	UNITS
Left Front Heated Seat	True	
Vehicle Line W-Series	False	
Vehicle Line M-Series	False	
Vehicle Line D-Series	False	
Left Rear Heated Seat	False	
Right Front Vented Seat	False	
Heated Steering Wheel	True	
Vehicle Line J-Series	False	
Vehicle Line R-Series	True	
Right Rear Heated Seat	False	
Vehicle Line L-Series	False	
Vehicle Line P-Series	False	
Vehicle Line U-Series	False	
Right Front Heated Seat	True	
Left Front Vented Seat	False	

RADIO CONFIGURATION

NAME	VALUE	UNITS
GPS on the Bus messaging Authorization	Allowed	
Compass on the bus messaging Authorization	Allowed	
Satellite Subscription Status	Subscribed	
Satellite Subscription ID	ELG54D4L	

Satellite Subscription Reason Code	00	
Satellite Subscription Suspend Day	01	
Satellite Subscription Suspend Month	01	
Satellite Subscription Suspend Year	46	
Aux Jack	Not Inserted	
SD Card Readers Detected	0	No Unit
Enumerated USB Devices	0	No Unit
USB Hubs Detected	1	No Unit
DTV Short Term Configuration	—	
911 Button	On	
Cabin EQ Curve Number Currently Used by Radio	33	
Clock Defeat	Off	
Anti-Theft Enable Status	On	
12/24 Time Selection	12 Hour Time	
Front Seat Video Playback	Enabled	
Automated Loudness	On	
Splash Screen	Chrysler	
SDARS	True	
Navigation Active	True	
Cellular	True	
Application Framework	True	
Bluetooth	True	
Internal CD Player	False	
FM Diversity	False	
Wi-Fi	True	

HVACR CONFIGURATION

NAME	VALUE	UNITS
DualZone ATC Control (BB)	False	
MTC w EBL (3Knob)	False	
Dual Zone MTC Control (BB)	False	
MTC heater only (3Knob)	False	
MTC wo EBL (3Knob)	False	
DualZone ATC Control (Factory) (BB)	False	
Single Zone MTC Control (BB)	False	

RCCC CONFIGURATION

NAME	VALUE	UNITS
MTC with EBL	False	
DualZone ATC Control	True	
MTC Heater Only	False	
Single Zone MTC Control	False	
Dual Zone MTC Control	False	
DualZone ATC Control	False	

MTC without EBL	False

ABSO CONFIGURATION

NAME	VALUE	UNITS
Engine Displacement	3.6	No Unit
ESC BLA Enabled	False	
PN ESC Byte2	0	
PN ESC Byte1	0	
Drive Configuration	2WD Front	
Dynamic Tire Circumference	89	inch
VC Chassis Type	Type 9	
Axle Ratio	3.251	No Unit
Hardwired VSO	True	
ACC	True	
Multiple Pressure Sensors	True	
Rear Directional Sensors	True	
Feature PIN	False	
Front Directional Sensors	False	
EPB	True	

VEHICLE SCAN REPORT

Vehicle 2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE
VIN 2C4RC1H[redacted]

Odometer 4782.3 miles
Publication Date Jun 21, 2019, 8:29:00 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT [redacted]	ORIGINAL [redacted]	PART #
PCM	Powertrain Control Module	CAN-C	68416681AD	2C4RC1H	2C4RC1H	68416681AD
ICS	Integrated Center Stack	CAN-I	6EV301X8AB	2C4RC1H	2C4RC1H	6EV301X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AB	2C4RC1H	2C4RC1H	68383680AB
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1H	2C4RC1H	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1H	2C4RC1H	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1H	2C4RC1H	68416741AA
ANC	Active Noise Cancelation	CAN-I	68440556AA	2C4RC1H	2C4RC1H	68440556AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1H	2C4RC1H	68406613AA
DDM	Driver Door Module	CAN-I	68316561AD	2C4RC1H	2C4RC1H	68316561AD
PDM	Passenger Door Module	CAN-I	68316560AD	2C4RC1H	2C4RC1H	68316560AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1H	2C4RC1H	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1H	2C4RC1H	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1H	2C4RC1H	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1H	2C4RC1H	68369596AB
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1H	2C4RC1H	68316094AF
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1H	2C4RC1H	68405292AC
PTS	Parktronics	CAN-C	68193772AJ	2C4RC1H	2C4RC1H	68193772AJ
SCCM	Steering Column Control Module	CAN-C	68360889AB	2C4RC1H	2C4RC1H	68360889AB
BCM	Body Controller	CAN-C	68402177AB	2C4RC1H	2C4RC1H	68402177AB
HSM	Heated Seat Module	CAN-I	68414665AA	2C4RC1H	2C4RC1H	68414665AA
RADIO	Radio	CAN-I	68401447AB	2C4RC1	2C4RC1H	68401447AB
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1H	2C4RC1H	68403127AA

HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1H7	[redacted]	2C4RC1H	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1H7		2C4RC1H	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1H7		2C4RC1H	04672786AB
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1H7		2C4RC1H	05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD	2C4RC1H7		2C4RC1H	68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AM	2C4RC1H7		2C4RC1H	05190240AM
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1H7		2C4RC1H	05185047AD
DSM	Display Screen Module	CAN-I	68316175AB	2C4RC1H7		2C4RC1H	68316175AB
RCCC	Rear Cabin Comfort Controls	CAN-I	68395990AA	2C4RC1H7		2C4RC1H	68395990AA
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1H7		2C4RC1H	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AM	2C4RC1H7		2C4RC1H	05190241AM
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1H7		2C4RC1H	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1H7		2C4RC1H	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA			2C4RC1H	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	VARIANT	VERSION	ISO CODE	CVNS
PCM	USA	1B 47	91 04 01	44	59		C461C211
ICS	USA	0F 0C 00	11 16 00	44	00		
RFH	USA / USA	10 17 00	12 08 00	4A	00		
ESM	USA / USA	0F 24 00	12 02 FF	44	02		
ORC	USA / USA	11 1F 00	11 27 00	43	01		
EPS	USA / USA	12 02 03	11 15 01	45	02		
ANC	USA	0F 05 01	12 1A 01	42	10		
HVAC	USA	0E 09 00	11 29 01	44	01		
DDM	USA / USA	11 30 00	17 42 00	41	02		
PDM	USA	11 30 00	17 42 00	41	02		
DMRL	USA / USA	10 0B 00	12 0C 00	42	01		
DMRR	USA / USA	10 0B 00	12 0C 00	42	01		
PSDML	USA / USA	10 17 00	11 2D 10	40	01		
PSDMR	USA / USA	10 17 00	11 2D 10	40	01		
PLGM	USA	17 19 00	18 22 00	42	02		
IPC	USA / USA	12 0A 00	12 10 00	47	04		
PTS	USA	0E 32 00	12 1F 00	43	11		

SCCM	USA	0E 30 00	10 2B 00	43	01		
BCM	USA	0D 11 00	12 0B 90	44	15		
HSM	USA / USA	15 12 00	12 05 01	40	03		
RADIO	USA	12 21 24	12 21 24	82	05		
OCM	USA / USA	11 1F 01	0E 2F 02	40	30		
HVACR	USA	0E 09 00	10 03 02	43	01		
LBSS	USA / USA	11 30 02	12 0D 00	42	02		
RBSS	USA / USA	11 30 02	12 0D 00	42	02		
APM	USA / USA	11 32 00	11 32 00	40	01		
BPCM		0E 03 00	12 07 04	40	05		FEDBFE12
HCP	USA	11 1D 07	12 20 01	40	04		6C36848E 5412B2DD 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	40	02		
DSM	USA / USA	11 16 00	11 15 00	40	00		
RCCC	USA	0F 1D 00	11 16 00	40	00		
EAC	USA	0E 34 00	12 0F 00	41	02		
AHCP	USA	11 1D 07	12 20 01	40	00		
EBBM	USA	0E 19 02	11 18 14	40	00		BBFD096B
ABSO	USA	0E 15 02	11 0B 16	42	01		A1B31723
SGW		5	564	41	02		

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
ANC	B1465-13	Channel 2 Audio Speaker Output-Circuit Open	Stored
ANC	B21DD-84	System Voltage-Signal Below Allowable Range	Stored
ANC	B143B-12	ANC Microphone 1-Circuit Short to Battery	Stored
ANC	B143C-12	ANC Microphone 2-Circuit Short to Battery	Stored
ANC	B143E-12	ANC Microphone 3-Circuit Short to Battery	Stored
ANC	B143F-12	ANC Microphone 4-Circuit Short to Battery	Stored
HVAC	B10EB-00	Blower Power Module-	Stored
DDM	B210C-16	Battery Voltage Input-Circuit Voltage Below Threshold	Stored
DDM	B21DD-84	System Voltage-Signal Below Allowable Range	Stored
PDM	B210C-16	Battery Voltage Input-Circuit Voltage Below Threshold	Stored
PDM	B21DD-84	System Voltage-Signal Below Allowable Range	Stored
PLGM	B1963-00	Power Liftgate Strut Performance-	Stored
PLGM	B2199-16	Battery Voltage-Circuit Voltage Below Threshold	Stored
PLGM	B21DD-16	System Voltage-Circuit Voltage Below Threshold	Stored
RADIO	B1488-00	Cabin EQ Mismatch Performance-	Stored
RADIO	B280B-00	NTSC Video Input-	Stored
HCP	P062C-00	Internal Control Module Vehicle Speed Performance-	Active
HCP	P079B-00	Transmission Friction Element 2 Slip Detected-	Active
HCP	P0A35-00	Drive Motor B Over Temperature-	Stored
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Stored
HCP	P0C2F-00	Internal Control Module Drive Motor/Generator - Engine Speed Sensor Performance-	Active

HCP	P1C65-00	Hybrid Perf - Engine Speed Target Not Achieved During Autostart-	Active
HCP	P1E18-00	Internal Control Module Electronic Park Performance-	Stored
HCP	P215B-00	Vehicle Speed - Output Shaft Speed Correlation-	Stored
HCP	P26C3-00	Internal Control Module Electronic Shifter Performance-	Stored

ENVIRONMENTAL DATA SUMMARY

ANC | B1465-13 | STORED | CHANNEL 2 AUDIO SPEAKER OUTPUT-CIRCUIT OPEN

NAME	VALUE	UNITS
DTC	94 65 13	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	1839	miles
Most Recent Odometer Value	1839	miles
Frequency Counter	1	
Ignition Cycle Counter	9	

ANC | B21DD-84 | STORED | SYSTEM VOLTAGE-SIGNAL BELOW ALLOWABLE RANGE

NAME	VALUE	UNITS
DTC	A1 DD 84	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	10	miles
Most Recent Odometer Value	10	miles
Frequency Counter	1	
Ignition Cycle Counter	17	

ANC | B143B-12 | STORED | ANC MICROPHONE 1-CIRCUIT SHORT TO BATTERY

NAME	VALUE	UNITS

DTC	94 3B 12	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	Odometer value not available / Default	miles
Most Recent Odometer Value	10	miles
Frequency Counter	255	
Ignition Cycle Counter	17	

ANC | B143C-12 | STORED | ANC MICROPHONE 2-CIRCUIT SHORT TO BATTERY

NAME	VALUE	UNITS
DTC	94 3C 12	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	Odometer value not available / Default	miles
Most Recent Odometer Value	10	miles
Frequency Counter	255	
Ignition Cycle Counter	17	

ANC | B143E-12 | STORED | ANC MICROPHONE 3-CIRCUIT SHORT TO BATTERY

NAME	VALUE	UNITS
DTC	94 3E 12	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	

Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	Odometer value not available / Default	miles
Frequency Counter	255	
Ignition Cycle Counter	17	
Most Recent Odometer Value	10	miles

ANC | B143F-12 | STORED | ANC MICROPHONE 4-CIRCUIT SHORT TO BATTERY

NAME	VALUE	UNITS
DTC	94 3F 12	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	Odometer value not available / Default	miles
Most Recent Odometer Value	10	miles
Frequency Counter	255	
Ignition Cycle Counter	17	

HVAC | B10EB-00 | STORED | BLOWER POWER MODULE-

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Test Not Completed Since Last Clear	False	
Occurrence flag	Error	
Most Recent Odometer Value	4782	miles
Frequency Counter	4	
Original Odometer Value	4782	miles
Ignition Cycle Counter	4	

DDM | B210C-16 | STORED | BATTERY VOLTAGE INPUT-CIRCUIT VOLTAGE BELOW THRESHOLD

NAME	VALUE	UNITS

Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Occurrence	
Test Not Completed This Operation Cycle	False	
Original Odometer Value	10	miles
Most Recent Odometer Value	10	miles
Frequency Counter	1	
Operation Cycle Counter	56	

DDM | B21DD-84 | STORED | SYSTEM VOLTAGE-SIGNAL BELOW ALLOWABLE RANGE

NAME	VALUE	UNITS
Test Failed	False	
Pending DTC	False	
Confirmed DTC	True	
Test Failed This Operation Cycle	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Occurrence	
Original Odometer Value	10	miles
Most Recent Odometer Value	10	miles
Frequency Counter	1	
Operation Cycle Counter	56	

PDM | B210C-16 | STORED | BATTERY VOLTAGE INPUT-CIRCUIT VOLTAGE BELOW THRESHOLD

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Pending DTC	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Confirmed DTC	True	
Occurrence flag	Occurrence	
DTC Extended Data Record Number - All	01	

Most Recent Odometer Value	10	miles
Frequency Counter	1	
Operation Cycle Counter	55	
Original Odometer Value	10	miles

PDM | B21DD-84 | STORED | SYSTEM VOLTAGE-SIGNAL BELOW ALLOWABLE RANGE

NAME	VALUE	UNITS
Test Failed	False	
Test Not Completed Since Last Clear	False	
Pending DTC	False	
Confirmed DTC	True	
Test Failed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
DTC Extended Data Record Number - All	01	
Frequency Counter	1	
Operation Cycle Counter	55	
Most Recent Odometer Value	10	miles
Original Odometer Value	10	miles

PLGM | B1963-00 | STORED | POWER LIFTGATE STRUT PERFORMANCE-

NAME	VALUE	UNITS
Test Failed This Operation Cycle	False	
Test Failed	False	
Pending DTC	False	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Error	
Most Recent Odometer Value	4424	miles
Operation Cycle Counter	0	
Original Odometer Value	4424	miles
Frequency Counter	1	

PLGM | B2199-16 | STORED | BATTERY VOLTAGE-CIRCUIT VOLTAGE BELOW THRESHOLD

NAME	VALUE	UNITS
Test Failed This Operation Cycle	False	
Test Failed	False	
Confirmed DTC	True	
Pending DTC	False	

Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Test Not Completed Since Last Clear	False	
Warning Indicator Requested	False	
Occurrence flag	Error	
Most Recent Odometer Value	10	miles
Frequency Counter	6	
Original Odometer Value	10	miles
Operation Cycle Counter	0	

PLGM | B21DD-16 | STORED | SYSTEM VOLTAGE-CIRCUIT VOLTAGE BELOW THRESHOLD

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Pending DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	False	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Most Recent Odometer Value	10	miles
Original Odometer Value	10	miles
Operation Cycle Counter	0	
Frequency Counter	4	

RADIO | B1488-00 | STORED | CABIN EQ MISMATCH PERFORMANCE-

NAME	VALUE	UNITS
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Test Not Completed This Monitoring Cycle	False	
DTCTable	94 88 00	
DTCExtendedDataRecordNumber	FF	
Warning Indicator Requested	False	
Confirmed DTC	True	
Occurance Flag	Occurrence	
Reserved	Reserved	
Event Counter	52	
RDI $6080	60 80	
Most Recent Odometer Value	10	miles
Ignition Counter	18	
Original Odometer Value	10	miles
Frequency Counter	1	

RADIO | B280B-00 | STORED | NTSC VIDEO INPUT-

NAME	VALUE	UNITS
DTCTable	A8 0B 00	
TestFailedThisMonitoringCycle	False	
TestFailed	False	
Confirmed DTC	True	
Pending DTC	False	
Test Not Completed This Monitoring Cycle	False	
Occurance Flag	Occurrence	
DTCExtendedDataRecordNumber	FF	
Warning Indicator Requested	False	
Reserved	Reserved	
RDI $6080	60 80	
Event Counter	53	
Ignition Counter	5	
Most Recent Odometer Value	4693	miles
Frequency Counter	255	
Original Odometer Value	10	miles

HCP | P062C-00 | ACTIVE | INTERNAL CONTROL MODULE VEHICLE SPEED PERFORMANCE-

NAME	VALUE	UNITS
DTC	06 2C 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
PRND Position Display	D	
Propulsion System Active	True	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Buck CV	
HV Contactor Status	Closed	
Impact Event	False	

OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Original Odometer Value	4782.0	miles
Most Recent Odometer Value	4782.3	miles
Frequency Counter	8	
Ignition Cycle Counter	0	
RAM Stamps	20125	Min
RAM stamps keyOn	0	sec
Real time clock	14402190	sec
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	21	%
Motor A Temp Sensor	73	°F
Vehicle Speed	0.0000	MPH
Motor B Temp Sensor	73	°F
Internal EPS Voltage Sense B	8.064	Volts
Barometric Pressure	14	PSI
Engine Coolant Temperature	70	°F
Internal EPS Voltage Sense A	8.136	Volts
Motor A Torque	-0.461	Ft-Lbs
Motor B Torque	3.042	Ft-Lbs
Actual Torque - Motor B	3.042	Ft-Lbs
Actual Torque - Motor A	-0.461	Ft-Lbs
Available Motor Torque - Motor A	85.914	Ft-Lbs
Available Motor Torque - Motor B	235.988	Ft-Lbs
Available Regen Torque - Motor A	-85.914	Ft-Lbs
Commanded Torque - Motor A	-0.369	Ft-Lbs
Available Regen Torque - Motor B	-235.988	Ft-Lbs
Commanded Torque - Motor B	3.134	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-8	AMP
Motor B - Inverter Current - phase C	8	AMP
Motor B Resolver Angle	152	Degree
Electric Motor A Speed	3424.0	rpm
Motor A Resolver Angle	128	Degree
Electric Motor B Speed	2337.5	rpm
PIM DC Link Voltage - A	338	Volts
PIM DC Link Voltage - B	334	Volts
Outside Air Temperature	71.6	°F

HV Battery Voltage from BPCM	336.10	Volts
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.688	Volts
Battery Feed Voltage 2 Sense	14.688	Volts
Battery Feed Voltage 3 Sense	14.544	Volts
Inverter A IGBT Temperature for phase A	72	°F
Inverter A IGBT Temperature for phase B	70	°F
Inverter A IGBT Temperature for phase C	70	°F
Inverter B IGBT Temperature for phase A	72	°F
Inverter B IGBT Temperature for phase C	72	°F
Inverter B IGBT Temperature for phase B	70	°F
Distance Travelled with Light ON	0	miles
GPS Date - Month	1	
GPS Date - Year	0	Year
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

HCP | P079B-00 | ACTIVE | TRANSMISSION FRICTION ELEMENT 2 SLIP DETECTED-

NAME	VALUE	UNITS
DTC	07 9B 00	
Test Failed This Operation Cycle	True	
Test Failed	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
Ignition State	Reserved	
PRND Position Display	D	
Propulsion System Active	True	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	

Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Original Odometer Value	4782.3	miles
Most Recent Odometer Value	4782.3	miles
Frequency Counter	1	
Real time clock	14343252	sec
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
RAM Stamps	20080	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	25	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	196	°F
Engine Coolant Temperature	154	°F
Motor B Temp Sensor	246	°F
Barometric Pressure	14	PSI
Internal EPS Voltage Sense A	8.136	Volts
Internal EPS Voltage Sense B	8.064	Volts
Motor B Torque	-7.651	Ft-Lbs
Motor A Torque	2.120	Ft-Lbs
Actual Torque - Motor A	2.120	Ft-Lbs
Actual Torque - Motor B	-7.651	Ft-Lbs
Available Motor Torque - Motor A	75.037	Ft-Lbs
Available Motor Torque - Motor B	55.310	Ft-Lbs
Available Regen Torque - Motor B	-55.310	Ft-Lbs
Available Regen Torque - Motor A	-75.037	Ft-Lbs
Commanded Torque - Motor A	2.212	Ft-Lbs
Motor A - Inverter Current - phase A	-8	AMP
Commanded Torque - Motor B	-5.808	Ft-Lbs
Motor B - Inverter Current - phase A	80	AMP
Motor A - Inverter Current - phase C	16	AMP
Motor B - Inverter Current - phase B	-60	AMP
Motor A - Inverter Current - phase B	-12	AMP
Motor B - Inverter Current - phase C	-28	AMP
Motor A Resolver Angle	124	Degree
Motor B Resolver Angle	166	Degree
Electric Motor A Speed	-7629.5	rpm
Electric Motor B Speed	11102.5	rpm
PIM DC Link Voltage - B	340	Volts
PIM DC Link Voltage - A	343	Volts

HV Battery Voltage from BPCM	341.70	Volts
Outside Air Temperature	82.4	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	13.968	Volts
Battery Feed Voltage 3 Sense	13.896	Volts
Battery Feed Voltage 2 Sense	13.968	Volts
Inverter A IGBT Temperature for phase A	120	°F
Inverter A IGBT Temperature for phase C	118	°F
Inverter A IGBT Temperature for phase B	117	°F
Inverter B IGBT Temperature for phase A	122	°F
Inverter B IGBT Temperature for phase C	124	°F
Inverter B IGBT Temperature for phase B	120	°F
GPS Date - Year	0	Year
Distance Travelled with Light ON	0	miles
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

HCP | P0A35-00 | STORED | DRIVE MOTOR B OVER TEMPERATURE-

NAME	VALUE	UNITS
DTC	0A 35 00	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Failed	False	
Occurrence flag	Occurrence	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
PHEV Charging Status	No Charging	
PRND Position Display	D	
Propulsion System Active	True	
Motor B Phase U Short Fault - High-Side	False	
Motor B Phase U Cross Conduction Fault - High-Side	False	
Commanded Inverter B State	Torque Control	
Motor B Phase U Thermal Warning Fault - High-Side	False	
Inverter B Status Feedback	Normal On	
Motor B Phase U Thermal Shutdown Fault - High-Side	False	

Motor B Phase U SPI Error Fault - High-Side	False	
Motor B Phase U Hardware Error Fault - High-Side	False	
Motor B Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor B Phase U Cross Conduction Fault - Low-Side	False	
Motor B Phase U Over Current Fault - Low-Side	False	
Motor B Phase U SPI Error Fault - Low-Side	False	
Motor B Phase U Thermal Warning Fault - Low-Side	False	
Motor B Phase U Thermal Shutdown Fault - Low-Side	False	
Motor B Phase U Short Fault - Low-Side	False	
Motor B Phase V Cross Conduction Fault - High-Side	False	
Motor B Phase V Over Current Fault - High-Side	False	
Motor B Phase V Short Fault - High-Side	False	
Motor B Phase U Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor B Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor B Phase V Thermal Warning Fault - High-Side	False	
Motor B Phase V Thermal Shutdown Fault - High-Side	False	
Motor B Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor B Phase V SPI Error Fault - High-Side	False	
Motor B Phase V Hardware Error Fault - High-Side	False	
Motor B Phase V Cross Conduction Fault - Low-Side	False	
Motor B Phase V Short Fault - Low-Side	False	
Motor B Phase V Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor B Phase V Thermal Warning Fault - Low-Side	False	
Motor B Phase V Over Current Fault - Low-Side	False	
Motor B Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor B Phase V Thermal Shutdown Fault - Low-Side	False	
Motor B Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor B Phase U Hardware Error Fault - Low-Side	False	
Motor B Phase W Cross Conduction Fault - High-Side	False	
Motor B Phase W Over Current Fault - High-Side	False	
Motor B Phase V SPI Error Fault - Low-Side	False	
Motor B Phase W Short Fault - High-Side	False	
Motor B Phase V Hardware Error Fault - Low-Side	False	
Motor B Phase W Thermal Warning Fault - High-Side	False	
Motor B Phase W Comm Error High Voltage Regulator Fault - High-Side	False	
Motor B Phase W SPI Error Fault - High-Side	False	
Motor B Phase W Hardware Error Fault - High-Side	False	
Motor B Phase W Over Current Fault - Low-Side	False	
Motor B Phase W Thermal Warning Fault - Low-Side	False	
Motor B Phase W Cross Conduction Fault - Low-Side	False	
Motor B Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor B Phase W SPI Error Fault - Low-Side	False	
Motor B Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor B Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	

Motor B Phase W Short Fault - Low-Side	False	
Motor B Phase W Thermal Shutdown Fault - Low-Side	False	
Motor B Phase W Hardware Error Fault - Low-Side	False	
Hybrid System State	Propulsion System Active	
CBC Wake-Up Input	Off	
HV Contactor Status	Closed	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HCP ePT Wake-Up Output	On	
APM Status	Buck CV	
HCP System Shutdown Command	Default	
Impact Event	False	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Phase U Over Voltage Fault VH - High-Side	False	
Motor B Phase U Over Current Fault - High-Side	False	
Motor B Phase U Under Voltage Fault VH - High-Side	False	
Motor B Phase U Over Voltage Fault VL - High-Side	False	
Motor B Phase U Under Voltage Fault VL - High-Side	False	
Motor B Phase U Under Voltage Fault VDD - High-Side	False	
Motor B Phase U Over Voltage Fault VDD - High-Side	False	
Motor B Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor B Phase U Over Voltage Fault VH - Low-Side	False	
Motor B Phase U Over Voltage Fault VL - Low-Side	False	
Motor B Phase U Under Voltage Fault VL - Low-Side	False	
Motor B Phase U Under Voltage Fault VH - Low-Side	False	
Motor B Phase U Over Voltage Fault VDD - Low-Side	False	
Motor B Phase V Over Voltage Fault VL - High-Side	False	
Motor B Phase V Under Voltage Fault VL - High-Side	False	
Motor B Phase V Over Voltage Fault VDD - High-Side	False	
Motor B Phase V Under Voltage Fault VDD - High-Side	False	
Motor B Phase U Under Voltage Fault VDD - Low-Side	False	
Motor B Phase V Under Voltage Fault VH - Low-Side	False	
Motor B Phase V Over Voltage Fault VH - High-Side	False	
Motor B Phase V Under Voltage Fault VH - High-Side	False	
Motor B Phase V Over Voltage Fault VDD - Low-Side	False	
Motor B Phase V Under Voltage Fault VDD - Low-Side	False	
Motor B Phase W Over Voltage Fault VH - High-Side	False	
Motor B Phase V Over Voltage Fault VL - Low-Side	False	
Motor B Phase V Over Voltage Fault VH - Low-Side	False	
Motor B Phase W Over Voltage Fault VL - High-Side	False	
Motor B Phase W Under Voltage Fault VL - High-Side	False	
Motor B Phase V Under Voltage Fault VL - Low-Side	False	
Motor B Phase W Under Voltage Fault VH - High-Side	False	
Motor B Phase W Under Voltage Fault VDD - High-Side	False	

Motor B Phase W Thermal Shutdown Fault - High-Side	False	
Motor B Phase W Over Voltage Fault VH - Low-Side	False	
Motor B Phase W Under Voltage Fault VL - Low-Side	False	
Motor B Phase W Over Voltage Fault VDD - High-Side	False	
Motor B Phase W Under Voltage Fault VH - Low-Side	False	
Motor B Phase W Under Voltage Fault VDD - Low-Side	False	
Motor B Phase W Over Voltage Fault VDD - Low-Side	False	
Motor B Phase W Over Voltage Fault VL - Low-Side	False	
Original Odometer Value	4781.9	miles
Ignition Cycle Counter	0	
Most Recent Odometer Value	4781.9	miles
Frequency Counter	1	
RAM Stamps	20043	Min
Engine Speed	1898	rpm
Real time clock	14340658	sec
Accelerator Pedal Position	0	%
Engine Coolant Temperature	190	°F
Vehicle Speed	61.6954	MPH
HV Battery SOC	26	%
Barometric Pressure	14	PSI
RAM stamps keyOn	4905	sec
Inverter B Input DC Current	-62.6	AMP
Electric Motor B Speed	6774.5	rpm
Motor B - Inverter Current - phase B	64	AMP
Motor B - Inverter Current - phase A	-12	AMP
Available Motor Torque - Motor B	78.909	Ft-Lbs
Internal EPS Voltage Sense B	8.064	Volts
Motor B - Inverter Current - phase C	-56	AMP
Battery Feed Voltage 2 Sense	14.544	Volts
Internal EPS Voltage Sense A	8.136	Volts
Actual Torque - Motor B	-28.761	Ft-Lbs
Motor B Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 1 Sense	14.544	Volts
Actual Torque - Motor A	-20.649	Ft-Lbs
Battery Feed Voltage 3 Sense	14.544	Volts
Available Regen Torque - Motor A	-73.562	Ft-Lbs
Motor A - Inverter Current - phase B	-44	AMP
Motor A - Inverter Current - phase C	-48	AMP
Commanded Torque - Motor B	-28.761	Ft-Lbs
Available Motor Torque - Motor A	73.562	Ft-Lbs
Commanded Torque - Motor A	-20.926	Ft-Lbs
Available Regen Torque - Motor B	-78.909	Ft-Lbs
Motor B Temp Sensor	334	°F
Outside Air Temperature	78.8	°F

Motor B Resolver Angle	244	Degree
Motor A - Inverter Current - phase A	88	AMP
Electric Motor A Speed	-203.0	rpm
Motor A Resolver Angle	120	Degree
Motor A Temp Sensor	325	°F
Inverter A IGBT Temperature for phase C	100	°F
PIM DC Link Voltage - A	348	Volts
Inverter B IGBT Temperature for phase A	99	°F
PIM DC Link Voltage - B	344	Volts
HV Battery Voltage from BPCM	346.00	Volts
Inverter B IGBT Temperature for phase B	97	°F
Motor A Torque	-20.649	Ft-Lbs
Inverter A IGBT Temperature for phase A	104	°F
Inverter A IGBT Temperature for phase B	100	°F
Motor B Temp Sensor	334	°F
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
Inverter B IGBT Temperature for phase C	99	°F
Motor B Resolver Angle	244	Degree
Motor B Torque	-28.761	Ft-Lbs
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms
GPS Date - Year	0	Year
UTC Time - Minutes	0	
GPS Date - Month	1	
UTC Time - Seconds	0	seconds

HCP | P0C19-00 | STORED | DRIVE MOTOR A TORQUE DELIVERED PERFORMANCE-

NAME	VALUE	UNITS
Test Failed	False	
Pending DTC	False	
Confirmed DTC	True	
DTC	0C 19 00	
Test Not Completed Since Last Clear	False	
Test Failed This Operation Cycle	False	
Warning Indicator Requested	False	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	True	
Ignition State	Reserved	

Motor A Phase U Short Fault - High-Side	False	
PRND Position Display	D	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - High-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - High-Side	False	
Motor A Phase V SPI Error Fault - High-Side	False	
Motor A Phase V Thermal Shutdown Fault - High-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Thermal Shutdown Fault - High-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - High-Side	False	
Motor A Phase W Cross Conduction Fault - Low-Side	False	
Motor A Phase W Over Current Fault - High-Side	False	
Motor A Phase W SPI Error Fault - High-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase W Thermal Shutdown Fault - Low-Side	False	
Motor A Phase W Thermal Warning Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False	

Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Phase W Over Current Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
Motor A Phase W Short Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
HV Contactor Status	Closed	
Inverter B Status Feedback	Normal On	
HCP ePT Wake-Up Output	On	
EPT LOC Diag Enable	Enable LOC Diagnostic	
CBC Wake-Up Input	Off	
APM Status	Buck CV	
Impact Event	False	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Commanded Inverter A State	Torque Control	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Motor A Phase U Over Voltage Fault VDD - High-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase U Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - High-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase U Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	

Motor A Phase W Cross Conduction Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Over Voltage Fault VL - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Under Voltage Fault VL - High-Side	False	
Motor A Phase W Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - High-Side	False	
Frequency Counter	1	
Original Odometer Value	4782.0	miles
Most Recent Odometer Value	4782.0	miles
RAM Stamps	20043	Min
Ignition Cycle Counter	0	
RAM stamps keyOn	4920	sec
HV Battery SOC	26	%
Engine Speed	4411	rpm
Engine Coolant Temperature	196	°F
Real time clock	14340668	sec
Vehicle Speed	49.5398	MPH
Inverter A Input DC Current	0.0	AMP
Actual Torque - Motor A	-15.671	Ft-Lbs
Accelerator Pedal Position	0	%
Motor A - Inverter Current - phase B	80	AMP
Available Motor Torque - Motor A	12.537	Ft-Lbs
Electric Motor A Speed	16383.5	rpm
Barometric Pressure	14	PSI
Battery Feed Voltage 3 Sense	14.544	Volts
Internal EPS Voltage Sense B	8.064	Volts
Motor A - Inverter Current - phase A	40	AMP
Internal EPS Voltage Sense A	8.136	Volts
Motor A - Inverter Current - phase C	-128	AMP
Outside Air Temperature	78.8	°F
Low Temp Active Pump Speed	0	rpm
Motor A Resolver Supply Voltage Value	15.75	Volts
Passive Pump Coolant Temp In Sensor	93	°F

PIM DC Link Voltage - A	331	Volts
Battery Feed Voltage 2 Sense	14.616	Volts
High Temp Aux Pump - Actual Speed	3000	rpm
PIM DC Link Voltage - B	328	Volts
Available Regen Torque - Motor B	-28.485	Ft-Lbs
Actual Torque - Motor B	-26.088	Ft-Lbs
Commanded Torque - Motor A	12.537	Ft-Lbs
Available Motor Torque - Motor B	28.485	Ft-Lbs
Battery Feed Voltage 1 Sense	14.616	Volts
Commanded Torque - Motor B	-24.521	Ft-Lbs
Motor A Resolver Angle	126	Degree
Available Regen Torque - Motor A	-12.537	Ft-Lbs
Motor B Resolver Angle	124	Degree
Motor B - Inverter Current - phase B	-164	AMP
Motor B - Inverter Current - phase A	132	AMP
Motor A Temp Sensor	324	°F
Motor B - Inverter Current - phase C	20	AMP
Inverter A IGBT Temperature for phase C	99	°F
HV Battery Voltage from BPCM	329.70	Volts
Inverter B IGBT Temperature for phase C	102	°F
Motor B Temp Sensor	340	°F
Electric Motor B Speed	-12169.5	rpm
Inverter B IGBT Temperature for phase B	99	°F
Inverter A IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase A	100	°F
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	126	Degree
Distance Travelled with Light ON	0	miles
Motor B Torque	-26.088	Ft-Lbs
Motor A Torque	-15.671	Ft-Lbs
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
GPS Date - Year	0	Year
Inverter A IGBT Temperature for phase B	99	°F
Motor A Temp Sensor	324	°F
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
GPS Date - Month	1	

HCP | P0C2F-00 | ACTIVE | INTERNAL CONTROL MODULE DRIVE MOTOR/GENERATOR - ENGINE SPEED SENSOR PERFORMANCE-

NAME	VALUE	UNITS
DTC	0C 2F 00	
Test Failed This Operation Cycle	False	

Pending DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Failed	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	True	
Confirmed DTC	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
Ignition State	Reserved	
Propulsion System Active	True	
PRND Position Display	N	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Original Odometer Value	4782.0	miles
Frequency Counter	2	
Most Recent Odometer Value	4782.3	miles
Ignition Cycle Counter	0	
Real time clock	14340950	sec
RAM stamps keyOn	15	sec
RAM Stamps	20046	Min
Accelerator Pedal Position	0	%
HV Battery SOC	26	%
Engine Speed	2139	rpm
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	266	°F
Motor B Temp Sensor	320	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	201	°F
Internal EPS Voltage Sense A	8.136	Volts
Internal EPS Voltage Sense B	8.064	Volts
Motor A Torque	-0.645	Ft-Lbs
Motor B Torque	-9.034	Ft-Lbs

Actual Torque - Motor B	-9.034	Ft-Lbs
Actual Torque - Motor A	-0.645	Ft-Lbs
Available Motor Torque - Motor B	210.730	Ft-Lbs
Available Motor Torque - Motor A	58.260	Ft-Lbs
Available Regen Torque - Motor B	-210.730	Ft-Lbs
Available Regen Torque - Motor A	-58.260	Ft-Lbs
Commanded Torque - Motor A	-0.553	Ft-Lbs
Commanded Torque - Motor B	-9.126	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase A	-24	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase C	20	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A Resolver Angle	202	Degree
Motor B Resolver Angle	316	Degree
Electric Motor A Speed	8716.5	rpm
Motor B - Inverter Current - phase B	-4	AMP
Electric Motor B Speed	-2451.5	rpm
PIM DC Link Voltage - A	342	Volts
PIM DC Link Voltage - B	338	Volts
HV Battery Voltage from BPCM	339.90	Volts
Outside Air Temperature	82.4	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.472	Volts
Battery Feed Voltage 2 Sense	14.472	Volts
Battery Feed Voltage 3 Sense	14.472	Volts
Inverter A IGBT Temperature for phase A	106	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase A	100	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase B	99	°F
Distance Travelled with Light ON	0	miles
Inverter B IGBT Temperature for phase C	102	°F
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds

HCP | P1C65-00 | ACTIVE | HYBRID PERF - ENGINE SPEED TARGET NOT ACHIEVED DURING AUTOSTART

NAME	VALUE	UNITS
Test Failed	True	

DTC	1C 65 00	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
PRND Position Display	D	
Ignition State	Reserved	
Propulsion System Active	True	
CBC Wake-Up Input	Off	
HCP ePT Wake-Up Output	On	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Buck CV	
HV Contactor Status	Closed	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Original Odometer Value	4782.3	miles
Most Recent Odometer Value	4782.3	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
Real time clock	14401602	sec
RAM Stamps	20124	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	22	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Barometric Pressure	14	PSI
Motor B Temp Sensor	73	°F
Engine Coolant Temperature	70	°F
Internal EPS Voltage Sense A	8.136	Volts
Internal EPS Voltage Sense B	8.064	Volts
Motor A Torque	-0.277	Ft-Lbs

Actual Torque - Motor A	-0.277	Ft-Lbs
Available Motor Torque - Motor A	85.730	Ft-Lbs
Motor B Torque	2.581	Ft-Lbs
Available Motor Torque - Motor B	235.988	Ft-Lbs
Actual Torque - Motor B	2.581	Ft-Lbs
Available Regen Torque - Motor B	-235.988	Ft-Lbs
Available Regen Torque - Motor A	-85.730	Ft-Lbs
Commanded Torque - Motor A	-0.277	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Commanded Torque - Motor B	2.489	Ft-Lbs
Motor A - Inverter Current - phase B	4	AMP
Motor A - Inverter Current - phase C	-12	AMP
Motor B - Inverter Current - phase B	4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase C	-8	AMP
Motor B Resolver Angle	324	Degree
Electric Motor B Speed	1647.0	rpm
Electric Motor A Speed	5205.0	rpm
PIM DC Link Voltage - A	336	Volts
Motor A Resolver Angle	110	Degree
PIM DC Link Voltage - B	333	Volts
HV Battery Voltage from BPCM	334.70	Volts
Outside Air Temperature	69.8	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.616	Volts
Battery Feed Voltage 2 Sense	14.616	Volts
Battery Feed Voltage 3 Sense	14.472	Volts
Inverter A IGBT Temperature for phase A	70	°F
Inverter A IGBT Temperature for phase B	70	°F
Inverter A IGBT Temperature for phase C	70	°F
Inverter B IGBT Temperature for phase A	70	°F
Inverter B IGBT Temperature for phase B	70	°F
Inverter B IGBT Temperature for phase C	70	°F
Distance Travelled with Light ON	0	miles
GPS Date - Month	1	
GPS Date - Year	0	Year
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms

HCP | P1E18-00 | STORED | INTERNAL CONTROL MODULE ELECTRONIC PARK PERFORMANCE-

NAME	VALUE	UNITS

DTC	1E 18 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Pending DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	False	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Propulsion System Active	False	
PRND Position Display	N	
Shift Lock Status	Unlocked	
PRND Blink	Released	
Reverse Shift Lock Status	Unlocked	
Auto Correction Request	APCM Off	
Park Pawl Motor Direction	Park/Move Towards Engage	
Park Pawl Motor Enable Feedback	Disabled	
Failure Reasons for Level 2 eShift	Reserved	
Park Pawl Status Feedback	Zero Reference Learning Complete	
Park Gated Switch	Out of Park	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Most Recent Odometer Value	4782.3	miles
Ignition Cycle Counter	0	
Frequency Counter	4	
Original Odometer Value	4782.3	miles
Real time clock	14343754	sec
RAM Stamps	20086	Min
RAM stamps keyOn	60	sec
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	24	%

Barometric Pressure	14	PSI
Vehicle Speed	0.0000	MPH
Engine Coolant Temperature	154	°F
Park Pawl Motor Counts	116	Counts
Park Pawl Motor PWM1	0	%
Park Pawl Motor Current	0.1	AMP
PP Actuator Position Sensor Voltage	1.16	Volts
Battery Feed Voltage 2 Sense	12.456	Volts
Internal EPS Voltage Sense A	8.136	Volts
Battery Feed Voltage 3 Sense	12.312	Volts
Internal EPS Voltage Sense B	8.064	Volts
Battery Feed Voltage 1 Sense	12.456	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	209.716	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-209.716	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	190	Degree
Motor B Resolver Angle	144	Degree
Motor A Temp Sensor	198	°F
Motor B Temp Sensor	257	°F
Motor A - Inverter Current - phase A	-4	AMP
Commanded Torque - Motor A	0.000	Ft-Lbs
Electric Motor A Speed	-1566.5	rpm
HV Battery Voltage from BPCM	180.00	Volts
Outside Air Temperature	82.4	°F
Motor A - Inverter Current - phase C	0	AMP
PIM DC Link Voltage - B	130	Volts
Electric Motor B Speed	2862.0	rpm
Inverter A IGBT Temperature for phase B	115	°F
Inverter A IGBT Temperature for phase A	115	°F
PIM DC Link Voltage - A	133	Volts
Inverter B IGBT Temperature for phase A	115	°F
Inverter A IGBT Temperature for phase C	115	°F
Distance Travelled with Light ON	0	miles
Inverter B IGBT Temperature for phase C	115	°F
Inverter B IGBT Temperature for phase B	115	°F
Motor A Torque	0.000	Ft-Lbs

GPS Date - Year	0	Year
Motor B Torque	0.000	Ft-Lbs
GPS Date - Day	1	Days
HV Battery Sleep Time	0	Days
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
GPS Date - Month	1	
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms

HCP | P215B-00 | STORED | VEHICLE SPEED - OUTPUT SHAFT SPEED CORRELATION-

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	True	
DTC	21 5B 00	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
PRND Position Display	D	
Propulsion System Active	True	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Frequency Counter	21	
Most Recent Odometer Value	4782.3	miles
Original Odometer Value	4781.9	miles
Ignition Cycle Counter	0	
Real time clock	14402188	sec

RAM stamps keyOn	0	sec
RAM Stamps	20125	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	21	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	73	°F
Barometric Pressure	14	PSI
Internal EPS Voltage Sense A	8.136	Volts
Engine Coolant Temperature	70	°F
Internal EPS Voltage Sense B	8.064	Volts
Motor B Torque	1.106	Ft-Lbs
Actual Torque - Motor A	-0.277	Ft-Lbs
Motor A Torque	-0.277	Ft-Lbs
Actual Torque - Motor B	1.106	Ft-Lbs
Available Motor Torque - Motor A	85.730	Ft-Lbs
Available Motor Torque - Motor B	235.988	Ft-Lbs
Available Regen Torque - Motor A	-85.730	Ft-Lbs
Available Regen Torque - Motor B	-235.988	Ft-Lbs
Commanded Torque - Motor A	-0.277	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Commanded Torque - Motor B	1.106	Ft-Lbs
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B Resolver Angle	246	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	358	Degree
Electric Motor B Speed	745.0	rpm
PIM DC Link Voltage - A	339	Volts
Electric Motor A Speed	4795.0	rpm
PIM DC Link Voltage - B	335	Volts
HV Battery Voltage from BPCM	336.80	Volts
Outside Air Temperature	71.6	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.688	Volts
Battery Feed Voltage 2 Sense	14.688	Volts
Battery Feed Voltage 3 Sense	14.544	Volts
Inverter A IGBT Temperature for phase A	72	°F
Inverter A IGBT Temperature for phase B	72	°F
Inverter A IGBT Temperature for phase C	72	°F
Inverter B IGBT Temperature for phase A	70	°F

Inverter B IGBT Temperature for phase B	70	°F
Distance Travelled with Light ON	0	miles
Inverter B IGBT Temperature for phase C	72	°F
GPS Date - Year	0	Year
GPS Date - Month	1	
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	

HCP | P26C3-00 | STORED | INTERNAL CONTROL MODULE ELECTRONIC SHIFTER PERFORMANCE-

NAME	VALUE	UNITS
DTC	26 C3 00	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Test Failed	False	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	
Ignition State	Reserved	
PRND Position Display	P	
Shift Lock Status	Locked	
Auto Correction Request	APCM Off	
Park Pawl Motor Direction	Out of Park/Move Towards Disengage	
Reverse Shift Lock Status	Unlocked	
PRND Blink	Initialization	
Park Pawl Motor Enable Feedback	Disabled	
Park Pawl Status Feedback	Engaged	
Park Gated Switch	In Park	
Failure Reasons for Level 2 eShift	Reserved	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	

HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Most Recent Odometer Value	4782.3	miles
Ignition Cycle Counter	0	
Frequency Counter	4	
Original Odometer Value	4782.3	miles
Accelerator Pedal Position	0	%
Real time clock	14343800	sec
RAM stamps keyOn	120	sec
RAM Stamps	20086	Min
HV Battery SOC	24	%
Vehicle Speed	0.0000	MPH
Engine Speed	0	rpm
Engine Coolant Temperature	154	°F
PP Actuator Position Sensor Voltage	3.86	Volts
Park Pawl Motor Counts	386	Counts
Park Pawl Motor Current	0.1	AMP
Barometric Pressure	14	PSI
Battery Feed Voltage 3 Sense	12.312	Volts
Battery Feed Voltage 2 Sense	12.384	Volts
Park Pawl Motor PWM1	0	%
Internal EPS Voltage Sense A	3.672	Volts
Internal EPS Voltage Sense B	1.512	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Battery Feed Voltage 1 Sense	12.384	Volts
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Commanded Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor A Resolver Angle	102	Degree
Motor B Resolver Angle	16	Degree
Motor A Temp Sensor	198	°F
Motor B Temp Sensor	252	°F
Electric Motor A Speed	0.5	rpm

Outside Air Temperature	82.4	°F
Electric Motor B Speed	0.5	rpm
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	4	Volts
Inverter A IGBT Temperature for phase C	115	°F
Inverter B IGBT Temperature for phase A	115	°F
Inverter A IGBT Temperature for phase A	117	°F
Inverter A IGBT Temperature for phase B	115	°F
Distance Travelled with Light ON	0	miles
Inverter B IGBT Temperature for phase B	115	°F
Motor B Torque	0.000	Ft-Lbs
Inverter B IGBT Temperature for phase C	115	°F
GPS Date - Year	0	Year
Motor A Torque	0.000	Ft-Lbs
GPS Date - Day	1	Days
GPS Date - Month	1	
HV Battery Sleep Time	0	Days
UTC Time - Seconds	0	seconds
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	

SNAPSHOT DATA SUMMARY