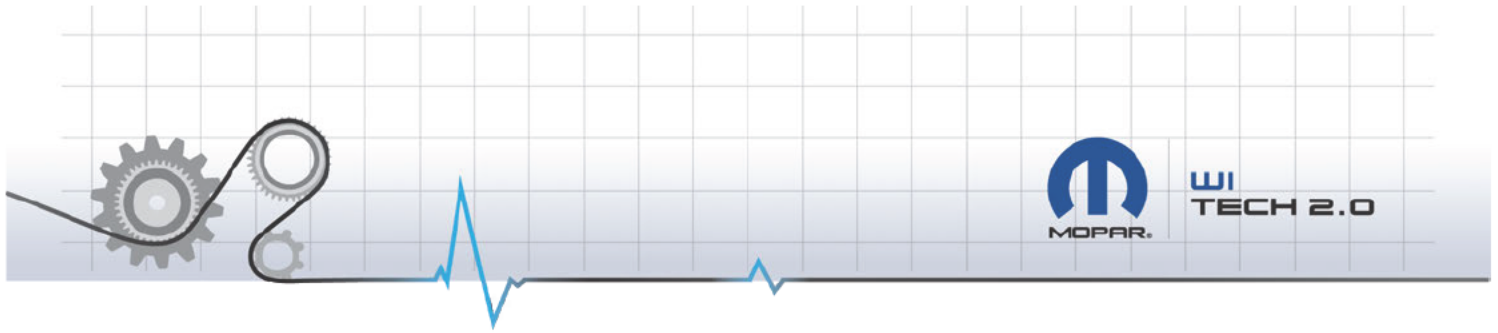


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CUSTOM REPORT

Vehicle 2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE
VIN 2C4RC1N [REDACTED]

Odometer 6679.7 miles
Publication Date Aug 26, 2019, 7:29:54 AM

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P0335	Crankshaft Position Sensor Circuit	Pending
HVAC	B10EB-00	Blower Power Module-	Stored
BPCM	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P0A45-00	Drive Motor B Position Sensor 1 Circuit-	Active
HCP	P0C1A-00	Drive Motor B Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Active
HCP	P1B04-00	Resolver Signal / MCPB Rationality-	Active



FREEZE FRAME REPORT

Vehicle 2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE
VIN 2C4RC1N7 [REDACTED]

Odometer 6679.7 miles
Publication Date Aug 26, 2019, 7:48:14 AM

CARB

CODE: P0335 | ECU: PCM

NAME	VALUE	UNITS
Closed Loop with DTC - Bank 1	False	
Commanded Throttle Actuator Control	0.8	%
Spark Advance	14.0	degrees
Ignition Run/Start Switch	On	
Purge Solenoid Current	0.000	mA
Closed Loop - Bank 2	False	
Absolute Load Value	14	%
Low Ethanol PWR Enrich Flag	No	
PCM Odometer	6660.0960	miles
Commanded EGR Duty Cycle	0.0	%
Time Since Run / Start	3	seconds
Catalyst Temp	372	°F
APP 1 Voltage	0.3862	Volts
Cooled EGR Temp	-40	deg C/s
MAP	8	PSI
H-Bridge Circuit	Enable	
APP Pedal Percent	0.00	%
Ethanol Gas For Sure	No	
Fuel Level Percent	100.0	%
Open Loop - Bank 2	True	
Engine RPM	266.00	rpm
AC Switch	On	
Control Module Volts	12.492	V
ETC Motor Directional Duty Cycle	-27.7	%DC
TPS 1 Voltage	0.5344	Volts
EGR Error	0.00000	
Brake Switch 1	Released	
Open Loop due to Driving Conditions - Bank 2	False	
Closed Loop - Bank 1	False	
Vehicle Speed	0	MPH

ETC Motor Duty Cycle	27.7	%DC
AC Clutch	Disengaged	
Freeze Frame MAP Vacuum	NOT-DEFINED	PSI
Fuel Type Being Used	Gasoline	
Air Charge Temp - Bank 2	-40.00	°F
Long Term Fuel Trim - Bank 1	-7.8	%
Relative Throttle Position	0.8	%
Brake Switch 2	Released	
Short Term Fuel Trim - Bank 1	-0.0	%
TPS 2 Voltage	4.4579	Volts
APP 2 Voltage	0.1955	Volts
Throttle Outlet Temp	-40.00	°F
Calculated MAP	7.2	PSI
Fuel Rail Pressure	417	Volts
Freeze Frame DTC Priority	01	
Throttle Flow Adaptive	-0.395	g/s
Brake Switch Pressed	Yes	
Purge Duty Cycle	0.0	%
Phi Adaption Value	0.00000	Mult
PCM Mileage Since MIL On	0.0000	miles
Closed Loop with DTC - Bank 2	False	
Alcohol Fuel Percent	0.00	%
Short Term Fuel Trim - Bank 2	-0.0	%
Freeze Frame Engine Coolant Temp	72	°F
Mass Airflow Rate	0.00	g/s
Intake Air Charge Temp	66.20	°F
Current Adaptive Cell ID	18	
Barometric Pressure	15	PSI
Battery Voltage	12.4151	Volts
Long Term Fuel Trim - Bank 2	-5.5	%
Low Ethanol Therm Mgmnt Flag	No	
MAP Voltage	2.31	Volts
Air Charge Temp - Bank 1	-40.00	°F
Ambient Air Temperature	63	°F
Open Loop with DTC - Bank 2	False	
Throttle Flow Multiplicative Adaptive	0.03820	Mult
Open Loop with DTC - Bank 1	False	
Fuel Tank Pressure	128.07	inch
Actual Torque	-43.86	Ft-Lbs
Ethanol Fine Tune Complete Prev	No	
Potential Torque	14.87	Ft-Lbs
Commanded Equivalence Ratio	1.00	
Ethanol Trigger On Fuel Vol Fault	No	
Fuel Rail Pressure	0	PSI

Freeze Frame Caused by DTC	03 35	
Open Loop due to Driving Conditions - Bank 1	False	
Open Loop - Bank 1	True	
Engine Load	6.7	%

FREEZE FRAME #1**CODE: P0335 | ECU: PCM**

NAME	VALUE	UNITS
Time Since Run / Start	3	seconds
Low Ethanol Therm Mgmnt Flag	No	
Closed Loop with DTC - Bank 2	False	
H-Bridge Circuit	Enable	
Closed Loop - Bank 1	False	
Fuel Tank Pressure	128.07	inch
Calculated MAP	7.2	PSI
Fuel Rail Pressure	417	Volts
Brake Switch 1	Released	
Short Term Fuel Trim - Bank 1	-0.0	%
Throttle Outlet Temp	-40	°F
Spark Advance	14.0	degrees
Freeze Frame DTC Priority	01	
Barometric Pressure	15	PSI
Intermediate MAP	7	PSI
Brake Switch 2	Released	
MAP - Bank 2	7	PSI
Engine Coolant Temperature	72	°F
Throttle Outlet Pressure	7	PSI
Open Loop - Bank 2	True	
Intake Air Charge Temp	66	°F
Commanded EGR Duty Cycle	0.00	%
MAP	8	PSI
Closed Loop with DTC - Bank 1	False	
Cooled EGR Temp	-40	deg C/s
Potential Torque	14.87	Ft-Lbs
Long Term Fuel Trim - Bank 1	-7.8	%
Relative Throttle Position	0.78	%
Actual Torque	-43.86	Ft-Lbs
PCM Odometer	6660.0960	miles
Low Ethanol PWR Enrich Flag	No	
Open Loop with DTC - Bank 2	False	
TPS 2 Voltage	4.4579	Volts
Open Loop due to Driving Conditions - Bank 2	False	
ETC Motor Directional Duty Cycle	-27.7	%DC
Closed Loop - Bank 2	False	

Air Charge Temp - Bank 1	-40	°F
Engine RPM	266.00	rpm
Open Loop with DTC - Bank 1	False	
APP Pedal Percent	0.00	%
Control Module Volts	12.492	Volts
Open Loop - Bank 1	True	
Ethanol Gas For Sure	No	
MAP Voltage	2.31	Volts
Commanded Equivalence Ratio	1.00	
Commanded Throttle Actuator Control	0.78	%
Air Charge Temp - Bank 2	-40	°F
Ambient Air Temperature	63	°F
Ethanol Trigger On Fuel Vol Fault	No	
EGR Error	-100.0	%
Battery Voltage	12.4151	Volts
Vacuum	NOT-DEFINED	PSI
MAP - Bank 1	7	PSI
Alcohol Fuel Percent	0.00	%
Engine Load	6.7	%
Catalyst Temp	372	°F
Ignition Run/Start Switch	On	
Absolute Load Value	14	%
PCM Mileage Since MIL On	0.0000	miles
Vehicle Speed	0	MPH
Open Loop due to Driving Conditions - Bank 1	False	
Current Adaptive Cell ID	18	
AC Switch	On	
Throttle Flow Adaptive	-0.395	g/s
Fuel Type Being Used	Gasoline	
Phi Adaption Value	0.00000	Mult
ETC Motor Duty Cycle	27.7	%DC
Brake Switch Pressed	Yes	
Fuel Level Percent	100.0	%
APP 2 Voltage	0.1955	Volts
Freeze Frame Caused by DTC	03 35	
Mass Airflow Rate	0.00	g/s
AC Clutch	Disengaged	
Throttle Flow Multiplicative Adaptive	0.03820	Mult
Long Term Fuel Trim - Bank 2	-5.5	%
Fuel Rail Pressure	0	PSI
Ethanol Fine Tune Complete Prev	No	
Purge Duty Cycle	0.0	%
Purge Solenoid Current	0.000	mA
Short Term Fuel Trim - Bank 2	-0.0	%

TPS 1 Voltage	0.5344	Volts
APP 1 Voltage	0.3862	Volts

FREEZE FRAME #2

CODE: | ECU: PCM

NAME	VALUE	UNITS
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FREEZE FRAME #3

CODE: | ECU: PCM

NAME	VALUE	UNITS
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MISFIRE

CODE: | ECU: PCM

NAME	VALUE	UNITS
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MOST RECENT DTC

CODE: P0335 | ECU: PCM

NAME	VALUE	UNITS
Calculated MAP	7.2	PSI
Short Term Fuel Trim - Bank 1	-0.0	%
Open Loop due to Driving Conditions - Bank 2	False	
Fuel Level Percent	100.0	%
Brake Switch 2	Released	
Phi Adaption Value	0.00000	Mult
TPS 1 Voltage	0.5344	Volts
Throttle Outlet Pressure	7	PSI
Barometric Pressure	15	PSI
Throttle Outlet Temp	-40	°F
PCM Mileage Since MIL On	0.0000	miles
Open Loop due to Driving Conditions - Bank 1	False	
Spark Advance	14.0	degrees
TPS 2 Voltage	4.4579	Volts
Relative Throttle Position	1	%
Open Loop with DTC - Bank 1	False	
Short Term Fuel Trim - Bank 2	-0.0	%
Fuel Rail Pressure	0	PSI
Commanded EGR Duty Cycle	0	%
Battery Voltage	12.4151	Volts
Ethanol Fine Tune Complete Prev	No	
ETC Motor Directional Duty Cycle	-27.7	%DC
Intake Air Charge Temp	66	°F
Catalyst Temp	372	°F
APP Pedal Percent	0.00	%
Commanded Equivalence Ratio	1.00	

EGR Error	0.00000	
Current Adaptive Cell ID	18	
Ambient Air Temperature	63	°F
Fuel Tank Pressure	128.07	inch
Control Module Volts	12.492	Volts
Open Loop with DTC - Bank 2	False	
Purge Solenoid Current	0.000	mA
Purge Duty Cycle	0.0	%
Engine RPM	266.00	rpm
Closed Loop with DTC - Bank 1	False	
Throttle Flow Adaptive	-0.395	g/s
PCM Odometer	6660.0960	miles
Engine Coolant Temperature	72	°F
Vacuum	NOT-DEFINED	PSI
Actual Torque	-43.86	Ft-Lbs
Air Charge Temp - Bank 2	-40	°F
Air Charge Temp - Bank 1	-40	°F
MAP - Bank 2	7	PSI
APP 1 Voltage	0.3862	Volts
Intermediate MAP	7	PSI
Mass Airflow Rate	0.00	g/s
Vehicle Speed	0	MPH
ETC Motor Duty Cycle	27.7	%DC
Fuel Rail Pressure	60	PSI
Open Loop - Bank 1	True	
Long Term Fuel Trim - Bank 2	-5.5	%
Long Term Fuel Trim - Bank 1	-7.8	%
Commanded Throttle Actuator Control	1	%
Low Ethanol PWR Enrich Flag	No	
MAP Voltage	2.31	Volts
Open Loop - Bank 2	True	
Alcohol Fuel Percent	0.00	%
Low Ethanol Therm Mgmnt Flag	No	
Brake Switch 1	Released	
Ethanol Trigger On Fuel Vol Fault	No	
Time Since Run / Start	3	seconds
MAP	8	PSI
H-Bridge Circuit	Enable	
AC Switch	On	
Brake Switch Pressed	Yes	
Freeze Frame Caused by DTC	03 35	
Ethanol Gas For Sure	No	
Closed Loop - Bank 2	False	
MAP - Bank 1	7	PSI

Ignition Run/Start Switch	On	
Freeze Frame DTC Priority	01	
Engine Load	6.7	%
Fuel Type Being Used	Gasoline	
Potential Torque	14.87	Ft-Lbs
Absolute Load Value	14	%
APP 2 Voltage	0.1955	Volts
Cooled EGR Temp	-40	deg C/s
AC Clutch	Disengaged	
Closed Loop with DTC - Bank 2	False	
Throttle Flow Multiplicative Adaptive	0.03820	Mult
Closed Loop - Bank 1	False	



VEHICLE SCAN REPORT

Vehicle 2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE
VIN 2C4RC1N7 [REDACTED]

Odometer 6679.7 miles
Publication Date Aug 26, 2019, 7:30:46 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	68416680AD	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68416680AD
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AB	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68383680AB
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68369596AB
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68316094AF
AMP	Amplifier	CAN-I	68440634AA	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68440634AA
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AB	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68360889AB
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AA	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	04672758AA
HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N [REDACTED]	2C4RC1N [REDACTED]	68421106AA

RADIO	Radio	CAN-I	68401447AB	2C4RC1N	2C4RC1N	68401447AB
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N	2C4RC1N	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N	2C4RC1N	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N	2C4RC1N	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N	2C4RC1N	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N	2C4RC1N	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N	2C4RC1N	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N	2C4RC1N	05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD	2C4RC1N	2C4RC1N	68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AM	2C4RC1N	2C4RC1N	05190240AM
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N	2C4RC1N	05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N	2C4RC1N	68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N	2C4RC1N	68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N	2C4RC1N	68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68395990AA	2C4RC1N	2C4RC1N	68395990AA
CVPM	Central vision processing module	CAN-I	68375113AA	2C4RC1N	2C4RC1N	68375113AA
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N	2C4RC1N	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AM	2C4RC1N	2C4RC1N	05190241AM
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1N	2C4RC1N	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1N	2C4RC1N	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA		2C4RC1N	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		6A4A921C
ICS	USA	0F 0C 00	11 16 00	47	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		
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		
MSM	USA	0F 2B 00	10 27 03	41	01		
PLGM	USA	17 19 00	18 22 00	42	02		
AMP	USA	0F 05 01	12 1A 01	40	21		
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		
ACC	USA / USA	12 11 00	11 0D 00	42	01		
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		
FFCM	USA / USA	11 06 00	11 2B 00	41	02		
EDM	USA	12 0A 00	11 08 00	40	00		
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		
MSMP	USA	0F 2B 00	10 27 03	40	01		
DSM	USA / USA	11 16 00	11 15 00	40	00		
VRM	USA / USA	0F 1C 00	11 32 13	40	01		
RCCC	USA	0F 1D 00	11 16 00	40	00		
CVPM	USA / USA	11 32 01	12 13 04	40	03		
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
PCM	P0335	Crankshaft Position Sensor Circuit	Pending
HVAC	B10EB-00	Blower Power Module-	Stored
BPCM	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P0A45-00	Drive Motor B Position Sensor 1 Circuit-	Active

HCP	P0C1A-00	Drive Motor B Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Active
HCP	P1B04-00	Resolver Signal / MCPB Rationality-	Active

ENVIRONMENTAL DATA SUMMARY

PCM | P0335 | PENDING | CRANKSHAFT POSITION SENSOR CIRCUIT

NAME	VALUE	UNITS
DTC		
DTC Storage State		
DTC Readiness Flag		
Warning Indicator Request State		
Accumulation Timer		minutes
Odometer		miles
Starts Since Set Counter		
Good Trip Counter		
Number of DTC	0	
Ignition Key Cycles		
Key Cycles Since DTC Last Set Counter		
Warm Up Cycles		

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

NAME	VALUE	UNITS
Confirmed DTC	True	
Test Failed This Operation Cycle	True	
Test Failed	False	
Test Not Completed This Operation Cycle	False	
Test Not Completed Since Last Clear	False	
Occurrence flag	ERROR	
Test Failed Since Last Clear	True	
Pending DTC	False	
Warning Indicator Requested	False	
Most Recent Odometer Value	6671	miles
Ignition Cycle Counter	1	
Frequency Counter	7	
Original Odometer Value	6671	miles

BPCM | P1A21-00 | STORED | HV BATTERY CONTACTOR CONTROL SEQUENCE INCORRECT-

NAME	VALUE	UNITS
DTC	1A 21 00	
Pending DTC	False	
Test Failed	False	
Test Failed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	ERROR	

Test Failed Since Last Clear	True	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Test Not Completed Since Last Clear	False	
EPT -WakeUp	Sourced	
HCP Contactor Command	Closed	
Contactor Status	Open	
Key in Ignition	Key_Def	
Verified Contactor Command - VCC	Closed Restricted	
Qualified Contactor Command - QCC	Closed	
Balance Mode	False	
Key Position	Ign_ Start	
Plug in Status	Not plugged in	
ChargingLevel	Plug in, but no charge	
Battery in Periodic wake up (Just battery) at time of Fault	False	
Battery in Periodic wake up (Wake up vehicle) at time of Fault	False	
HVIL Status - Battery pack	PASS	
Pump - Dry Run Detection	PASS	
HVIL Status -Vehicle	PASS	
Pump - Wire Open\Short to Gnd	PASS	
Pump - Switch Power Shorted	PASS	
Pump - Overcurrent	PASS	
Pump - Overtemperature	PASS	
CVTN COMP FLT H	Normal	
CVTN EDGE ERR L	Normal	
CVTN COMP FLT L	Normal	
CVTN COMP ERR L	Normal	
CVTN COMP ERR H	Normal	
CVTN ABORT H	Normal	
CVTN STOP ERR	Normal	
CVTN CRC FAULT L	Normal	
CVTN CRC FAULT H	Normal	
CVTN ABORT L	Normal	
CVTN SYS RESET	Normal	
CVTN FRAM ERR	Normal	
CVTN INT TEMP FAULT	Normal	
CVTN STK FAULT ERR	Latched	
CVTN VDIG FAULT	Normal	
CVTN COMM TIMEOUT	Active	
CVTN VDIG WAKE FAULT	Normal	
CVTN EDGE ERR H	Normal	
CVTN ANALOG FAULT ERR	Normal	
CVTN FACT CKSUM ERR	Normal	
CVTN VP CLAMP	Normal	

CVTN VP FAULT	Normal	
CVTN VM FAULT	Normal	
CVTN HREF GND FAULT	Normal	
CVTN HREF FAULT	SNA	
CVTN FACT ECC COR	SNA	
CVTN ADC CAL ERR	Active	
CVTN ACT ECC ERR	SNA	
CVTN CUST ECC COR	Normal	
CVTN CUST ECC ERR	SNA	
Fault Path	01	
Fault trigger level 3	False	
Fault trigger level 1	False	
Fault trigger level 2	False	
Key - DriveRdy (CAN)	True	
Battery Cell Lowest Cell number	08	
Battery Temperature Lowest Sensor number	01	
Battery Temperature Number of Failing Sensors	00	
HV Cooling Pump Relay Drive	Not Sourced	
Isolation Vehicle Diagnostic Status	Run and Passed	
Battery Cell Highest Cell number	91	
Battery Temperature Highest Sensor number	08	
Pump - Battery Coolant Level Low	False	
Isolation Battery Diagnostic Status	Run and Passed	
CVTN CUST CKSUM ERR	Normal	
Most Recent Odometer Value	6671	miles
Ignition Cycle Counter	1	
Original Odometer Value	6671	miles
FoM - for this DTC (lifetime fails counts on pass)	0.0000	seconds
Battery Total Time Awake	26434312	seconds
FoM - for this DTC (lifetime longest fail on pass)	0.000	seconds
FoM - for this DTC (lifetime fails)	1	events
SOC at time of Fault	87.1	%
Battery Lifetime AmpHrs of Charge	7117.2	AHr
Battery Lifetime Miles	0.00	miles
Vehicle mileage at time of fault (ODO signal in \$3D2)	6679.57	miles
Frequency Counter	1	
Power Up SOC at time of Fault	87.5	%
HVIL PWM Duty Cycle - Vehicle	50.2	%
HVIL PWM Frequency - Vehicle	87.9	Hz
HVIL PWM peak voltage Sensed - Vehicle	11.197	Volts
HVIL Source Voltage- Battery	1.392	Volts
System (12) Volts at time of fault	12.504	Volts
HV Battery Current HVBatCmt	0.00	Amps
Vehicle Speed	0.0	MPH

HV Battery Current Sensor 2 Hall Low	0.00	Amps
HV Battery Current Sensor 1 Hall High	-0.40	Amps
HVIL Returned current - Battery	30.20	mA
Battery Lifetime AmpHrs of DisCharge	7065.2	AHr
HV Cooling Speed Pump 1 Target	0	rpm
HVIL PWM peak voltage Sourced - Vehicle	11.277	Volts
Charge indicator Temp	61	°F
BPCM temperature min	70	°F
HV Cooling Speed pump 1 Speed	0	rpm
Isolation Circuitry Vb	2.500	Volts
Isolation Circuitry Va	2.526	Volts
BPCM temperature max	73	°F
Cycles left to self heal	40	No Unit
HV Battery Discharge Power 2sec	105621	watts
HV Battery Charge Power 2sec	77775	watts
WC and CircuitryISO 8V Reference Voltage	7.980	Volts
WC and Circuitry 2.5V Reference Voltage	2.501	Volts
WC and Circuitry Vcc Voltage	5.009	Volts
HV Battery Charge Power 10sec	62274	watts
Isolation Circuitry Vd	0.000	Volts
WC and Circuitry Weld Contactor Sensor G (Pack Negative) Voltage	-4.2	Volts
Battery Full AmpHr Capacity	47	AmpHrs
HV Battery Discharge Power 10sec	103290	watts
HV Battery Power	007530	watts
Battery Lifetime Number Of Closes	2788	
HV Sensor B Bus\Link (Pre-Fuse) Voltage	386.70	Volts
Cell Impedance Mim Discharge	0	mOhms
Cell Impedance Max Discharge	0	mOhms
Battery Cell Voltage Minimum	4018	mV
HV Sensor A Pack Voltage	386.70	Volts
HV Battery Voltage (cell sum)	386.60	Volts
Battery Cell Voltage Average	4027	mV
Battery Cell Voltage Maximum	4038	mV
Battery Temperature Maximum Module	73	°F
HV Sensor G Weld Contactor(Pack Negative) Voltage	-4.2	Volts
HV Battery Voltage (Module Sum)	386.10	Volts
HV Sensor C OBCM (HVOBC Fuse) Voltage	386.70	Volts
HV Sensor D Heater (HVHTR Fuse) Voltage	386.50	Volts
Isolation Battery Impedance	0.8480	Mega Ohms
HV Cooling Battery coolant outlet temp	68	°F
Battery Temperature Average Module	72	°F
Battery Temperature Minimum Module	70	°F
HV Cooling Battery coolant inlet temp	66	°F
HV Cooling OBCM temp inlet Temp	66	°F

HCP | P0A45-00 | ACTIVE | DRIVE MOTOR B POSITION SENSOR 1 CIRCUIT

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	True	
DTC	0A 45 00	
Pending 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	
Confirmed DTC	True	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Ignition State	Ignition Off/ACC	
Propulsion System Active	False	
PRND Position Display	P	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	No fault	
Motor B Resolver to Digital Low Level Driver Faults	Resolver Loss of Track	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
EPT LOC Diag Enable	Enable LOC Diagnostic	
CBC Wake-Up Input	Off	
HV Contactor Status	Open	
HCP System Shutdown Command	Default	
Impact Event	False	
APM Status	Idle	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	6679.7	miles
Real time clock	26434768	sec
Ignition Cycle Counter	0	
Frequency Counter	5	
RAM Stamps	121188	Min
Most Recent Odometer Value	6679.7	miles
RAM stamps keyOn	15	sec
Accelerator Pedal Position	0	%
HV Battery SOC	87	%

Engine Speed	847	rpm
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	72	°F
Motor A Resolver Supply Voltage Value	15.75	Volts
Barometric Pressure	15	PSI
Motor A Resolver Angle Offset	2.00	Degree
Engine Coolant Temperature	72	°F
Motor B Resolver Angle Offset	5.20	Degree
Battery Feed Voltage 2 Sense	12.168	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Available Regen Torque - Motor A	-85.730	Ft-Lbs
Internal EPS Voltage Sense A	8.064	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	9.218	Ft-Lbs
Internal EPS Voltage Sense B	7.776	Volts
Available Motor Torque - Motor A	85.730	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor B	-9.218	Ft-Lbs
Electric Motor A Speed	3608.5	rpm
Commanded Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	4.0	rpm
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 3 Sense	12.168	Volts
Battery Feed Voltage 1 Sense	12.168	Volts
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor A Resolver Angle	188	Degree
Motor B Resolver Angle	Invalid Value	Degree
Outside Air Temperature	62.6	°F
HV Battery Voltage from BPCM	180.00	Volts
Inverter A IGBT Temperature for phase A	70	°F
PIM DC Link Voltage - B	71	Volts
Inverter A IGBT Temperature for phase C	72	°F
Inverter A IGBT Temperature for phase B	72	°F
Inverter B IGBT Temperature for phase B	70	°F
Inverter B IGBT Temperature for phase A	70	°F
PIM DC Link Voltage - A	70	Volts
Inverter B IGBT Temperature for phase C	70	°F
Distance Travelled with Light ON	0	miles

Motor B Torque	0.000	Ft-Lbs
Motor A Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	188	Degree
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
UTC Time - Hours	0	Hours
Motor B Resolver Angle	Invalid Value	Degree
ECU Time - Milliseconds	0	ms

HCP | P0C1A-00 | ACTIVE | DRIVE MOTOR B TORQUE DELIVERED PERFORMANCE-

NAME	VALUE	UNITS
DTC	0C 1A 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Test Failed Since Last Clear	True	
Confirmed DTC	True	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Ignition State	Ignition Off/ACC	
PRND Position Display	P	
Commanded Inverter B State	Inverter Disabled	
Inverter B Status Feedback	Inverter Faulted	
Motor B Phase U Cross Conduction Fault - High-Side	False	
Motor B Phase U Short Fault - High-Side	False	
Propulsion System Active	True	
Motor B Phase U Thermal Shutdown Fault - High-Side	False	
Motor B Phase U Thermal Warning Fault - High-Side	False	
Motor B Phase U Short Fault - Low-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 Comm Error High Voltage Regulator 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 U Thermal Warning Fault - Low-Side	False	
Motor B Phase U Thermal Shutdown Fault - Low-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 SPI Error Fault - Low-Side	False	
Motor B Phase U Hardware Error Fault - Low-Side	False	
Motor B Phase V Short Fault - High-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 Thermal Warning Fault - High-Side	False	
Motor B Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor B Phase V Thermal Shutdown Fault - High-Side	False	
Motor B Phase V Cross Conduction Fault - Low-Side	False	
Motor B Phase V Hardware Error Fault - High-Side	False	
Motor B Phase V Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor B Phase V SPI Error Fault - High-Side	False	
Motor B Phase V Short Fault - Low-Side	False	
Motor B Phase V Thermal Warning Fault - Low-Side	False	
Motor B Phase V Thermal Shutdown Fault - Low-Side	False	
Motor B Phase V SPI Error Fault - Low-Side	False	
Motor B Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor B Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor B Phase W Short Fault - High-Side	False	
Motor B Phase V Over Current Fault - Low-Side	False	
Motor B Phase W Cross Conduction Fault - High-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 Over Current Fault - High-Side	False	
Motor B Phase V Hardware Error Fault - Low-Side	False	
Motor B Phase W Hardware Error Fault - High-Side	False	
Motor B Phase W Short Fault - Low-Side	False	
Motor B Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor B Phase W Cross Conduction Fault - Low-Side	False	
Motor B Phase W SPI Error Fault - High-Side	False	
Motor B Phase W Thermal Shutdown Fault - Low-Side	False	
Motor B Phase W Thermal Warning Fault - Low-Side	False	
Motor B Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor B Phase W Over Current Fault - Low-Side	False	
Motor B Phase W SPI Error Fault - Low-Side	False	
Motor B Phase W Hardware Error Fault - Low-Side	False	
Motor B Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Closed	

APM Status	Off	
Impact Event	False	
HCP System Shutdown Command	Default	
Motor B Phase U Over Current Fault - High-Side	False	
J1772 Prox Detected State	Prox Out	
Motor B Phase U Over Voltage Fault VH - High-Side	False	
OBCM Operating Mode	UTC	
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 Over Voltage Fault VDD - High-Side	False	
Motor B Phase U Over Voltage Fault VH - Low-Side	False	
Motor B Phase U Under Voltage Fault VH - High-Side	False	
Motor B Phase U Over Voltage Fault VDD - Low-Side	False	
Motor B Phase U Under Voltage Fault VDD - Low-Side	False	
Motor B Phase V Over Voltage Fault VH - High-Side	False	
Motor B Phase U Over Voltage Fault VL - Low-Side	False	
Motor B Phase U Under Voltage Fault VH - Low-Side	False	
Motor B Phase U Under Voltage Fault VDD - High-Side	False	
Motor B Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor B Phase V Under Voltage Fault VH - High-Side	False	
Motor B Phase V Over Voltage Fault VL - High-Side	False	
Motor B Phase U Under Voltage Fault VL - Low-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 V Over Voltage Fault VH - Low-Side	False	
Motor B Phase V Over Voltage Fault VDD - Low-Side	False	
Motor B Phase V Under Voltage Fault VH - Low-Side	False	
Motor B Phase V Under Voltage Fault VDD - Low-Side	False	
Motor B Phase V Over Voltage Fault VL - Low-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 Over Voltage Fault VL - High-Side	False	
Motor B Phase W Over Voltage Fault VH - High-Side	False	
Motor B Phase W Over Voltage Fault VDD - High-Side	False	
Motor B Phase W Under Voltage Fault VL - High-Side	False	
Motor B Phase W Under Voltage Fault VDD - High-Side	False	
Motor B Phase W Over Voltage Fault VL - Low-Side	False	
Motor B Phase W Under Voltage Fault VL - Low-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 Over Voltage Fault VDD - Low-Side	False	
Motor B Phase W Under Voltage Fault VH - Low-Side	False	
Motor B Phase W Under Voltage Fault VDD - Low-Side	False	

Most Recent Odometer Value	6679.7	miles
Frequency Counter	10	
RAM Stamps	121188	Min
HV Battery SOC	87	%
RAM stamps keyOn	0	sec
Ignition Cycle Counter	0	
Original Odometer Value	6679.7	miles
Engine Coolant Temperature	70	°F
Vehicle Speed	0.0000	MPH
Engine Speed	781	rpm
Inverter B Input DC Current	0.0	AMP
Barometric Pressure	15	PSI
Electric Motor B Speed	2.5	rpm
Motor B - Inverter Current - phase B	-4	AMP
Actual Torque - Motor B	0.000	Ft-Lbs
Motor B - Inverter Current - phase C	-4	AMP
Real time clock	26434762	sec
Available Motor Torque - Motor B	23.230	Ft-Lbs
Internal EPS Voltage Sense A	8.064	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor B - Inverter Current - phase A	-4	AMP
Accelerator Pedal Position	0	%
Internal EPS Voltage Sense B	7.776	Volts
Battery Feed Voltage 2 Sense	12.024	Volts
Battery Feed Voltage 1 Sense	12.096	Volts
Available Regen Torque - Motor B	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.113	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 3 Sense	12.024	Volts
Motor A - Inverter Current - phase A	0	AMP
Commanded Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Available Motor Torque - Motor A	87.113	Ft-Lbs
Outside Air Temperature	62.6	°F
Motor A Resolver Angle	102	Degree
HV Battery Voltage from BPCM	389.40	Volts
Motor A Temp Sensor	72	°F
Motor B Resolver Angle	240	Degree
Electric Motor A Speed	0.0	rpm
Motor B Temp Sensor	72	°F
PIM DC Link Voltage - B	391	Volts
PIM DC Link Voltage - A	388	Volts
Inverter A IGBT Temperature for phase B	72	°F

Inverter A IGBT Temperature for phase C	70	°F
Motor A - Inverter Current - phase C	-4	AMP
Inverter B IGBT Temperature for phase C	70	°F
Inverter B IGBT Temperature for phase A	70	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Resolver Angle	240	Degree
Inverter A IGBT Temperature for phase A	72	°F
Inverter B IGBT Temperature for phase B	70	°F
HV Battery Sleep Time	0	Days
Distance Travelled with Light ON	0	miles
UTC Time - Minutes	0	
GPS Date - Day	1	Days
GPS Date - Year	0	Year
Motor B Temp Sensor	72	°F
Motor B Torque	0.000	Ft-Lbs
UTC Time - Hours	0	Hours
GPS Date - Month	1	
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds

HCP | P1A21-00 | ACTIVE | HV BATTERY CONTACTOR CONTROL SEQUENCE INCORRECT

NAME	VALUE	UNITS
Test Failed	True	
Pending DTC	True	
Test Failed This Operation Cycle	True	
DTC	1A 21 00	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Confirmed DTC	True	
Occurrence flag	Occurrence	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Brake Switch Status	Not Applied	
Ignition State	Ignition Off/ACC	
PRND Position Display	P	
Propulsion System Active	False	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HCP ePT Wake-Up Output	On	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	

EPT LOC Diag Enable	Enable LOC Diagnostic	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Hybrid System State	Determine Hybrid System State	
PHEV Charging Status	No Charging	
RAM stamps keyOn	15	sec
RAM Stamps	121188	Min
Ignition Cycle Counter	0	
Real time clock	26434312	sec
Original Odometer Value	6679.7	miles
HV Battery SOC	87	%
Engine Speed	0	rpm
Frequency Counter	1	
Accelerator Pedal Position	0	%
Engine Coolant Temperature	70	°F
Most Recent Odometer Value	6679.7	miles
Barometric Pressure	15	PSI
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	72	°F
Internal EPS Voltage Sense A	8.064	Volts
Motor A Torque	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Motor A - Inverter Current - phase C	-4	AMP
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Internal EPS Voltage Sense B	7.776	Volts
Motor A - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Electric Motor A Speed	0.0	rpm
PIM DC Link Voltage - A	387	Volts
PIM DC Link Voltage - B	390	Volts
Electric Motor B Speed	3.0	rpm
Motor A Resolver Angle	222	Degree
Motor B Resolver Angle	242	Degree

Outside Air Temperature	62.6	°F
HV Battery Voltage from BPCM	388.40	Volts
HV Battery Sleep Time	0	Days
Inverter A IGBT Temperature for phase B	75	°F
Battery Feed Voltage 1 Sense	12.384	Volts
Inverter B IGBT Temperature for phase A	72	°F
Inverter B IGBT Temperature for phase B	72	°F
Inverter A IGBT Temperature for phase C	75	°F
Battery Feed Voltage 2 Sense	12.384	Volts
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase A	73	°F
Inverter B IGBT Temperature for phase C	70	°F
GPS Date - Month	1	
GPS Date - Year	0	Year
Battery Feed Voltage 3 Sense	12.312	Volts
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
UTC Time - Seconds	0	seconds

HCP | P1B04-00 | ACTIVE | RESOLVER SIGNAL / MCPB RATIONALITY-

NAME	VALUE	UNITS
Test Failed	True	
DTC	1B 04 00	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Propulsion System Active	False	
PRND Position Display	P	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor A Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	6679.7	miles
Original Odometer Value	6679.7	miles
Frequency Counter	3	
RAM Stamps	121192	Min
RAM stamps keyOn	285	sec
Ignition Cycle Counter	0	
Engine Speed	0	rpm
Real time clock	26435040	sec
Accelerator Pedal Position	0	%
HV Battery SOC	87	%
Motor B Temp Sensor	91	°F
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	72	°F
Motor B Resolver Angle Offset	5.20	Degree
Motor A Resolver Angle Offset	2.00	Degree
Engine Coolant Temperature	72	°F
Barometric Pressure	15	PSI
Motor B Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense A	0.000	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Battery Feed Voltage 2 Sense	12.168	Volts
Available Motor Torque - Motor B	0.000	Ft-Lbs
Internal EPS Voltage Sense B	0.000	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	4.0	rpm
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 1 Sense	12.168	Volts
Motor A - Inverter Current - phase B	-4	AMP

Battery Feed Voltage 3 Sense	12.096	Volts
Motor B - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor A - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	126	Degree
Motor B Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase B	0	AMP
Outside Air Temperature	62.6	°F
PIM DC Link Voltage - B	7	Volts
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	6	Volts
Inverter A IGBT Temperature for phase A	117	°F
Inverter B IGBT Temperature for phase A	135	°F
Inverter B IGBT Temperature for phase B	131	°F
Inverter A IGBT Temperature for phase B	120	°F
Inverter A IGBT Temperature for phase C	115	°F
Motor A Torque	0.000	Ft-Lbs
Inverter B IGBT Temperature for phase C	118	°F
Distance Travelled with Light ON	0	miles
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	126	Degree
GPS Date - Year	0	Year
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
Motor B Resolver Angle	Invalid Value	Degree

SNAPSHOT DATA SUMMARY