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CONFIGURATION REPORT

Vehicle VIN 2019 CHRYSLER PACIFICA 3.6L V6 HYBRID ENGINE
2C4RC1L [REDACTED]

Odometer 11.6 miles
Publication Date May 20, 2019, 1:16:04 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT V [REDACTED]	ORIGINAL [REDACTED]	PART #
PCM	Powertrain Control Module	CAN-C	68416681AD	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68416681AD
ICS	Integrated Center Stack	CAN-I	6EV301X8AB	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	6EV301X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AB	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68383680AB
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68416741AA
ANC	Active Noise Cancellation	CAN-I	68440556AA	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68440556AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68406613AA
DDM	Driver Door Module	CAN-I	68316561AD	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68316561AD
PDM	Passenger Door Module	CAN-I	68316560AD	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68316560AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68369596AB
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68316094AF
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68405292AC
PTS	Parktronics	CAN-C	68193772AJ	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68193772AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68402177AB
HSM	Heated Seat Module	CAN-I	68414665AA	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68414665AA
RADIO	Radio	CAN-I	68401442AB	2C4RC1 [REDACTED]	2C4RC1L7 [REDACTED]	68401442AB
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1L77 [REDACTED]	2C4RC1L7 [REDACTED]	68403127AA

HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1L7	2C4RC1L7	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1L7	2C4RC1L7	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1L7	2C4RC1L7	04672786AB
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1L7	2C4RC1L7	05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD	2C4RC1L7	2C4RC1L7	68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AM	2C4RC1L7	2C4RC1L7	05190240AM
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1L7	2C4RC1L7	05185047AD
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1L7	2C4RC1L7	68316174AB
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1L7	2C4RC1L7	68405948AA
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1L7	2C4RC1L7	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AM	2C4RC1L7	2C4RC1L7	05190241AM
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1L7	2C4RC1L7	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1L7	2C4RC1L7	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA		2C4RC1L7	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 25 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	False	
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	2	
ECU Configuration 11	2	
ECU Configuration 6 (Suspension)	2	
ECU Configuration 1 (CBC Configurable Inputs and Outputs)	2	
Vehicle Config CSM1	2	
ECU Configuration 10	2	
Vehicle Configuration 2 - Write Counter	2	
ECU Configuration 9 (ITM)	2	
ECU Configuration 6 (Brake)	2	

Vehicle Configuration 6 - Write Counter	2	
ECU Configuration 5 (Wireless)	2	
Vehicle Configuration 5 - Write Counter	2	
Vehicle Configuration Auto Write Counter	1	
ECU Configuration 9A	2	
ECU Configuration 5 (Doors)	2	
ECU Configuration 14	2	
Programmed ECUs: Hybrid LAN Network	0	
ECU Configuration 5 (Memory)	2	
ECU Configuration 7 (CBC Exterior Lighting Calibrations)	2	
Programmed Network Configuration - Audio / Telematics Network	0	
Vehicle Config CSM2	2	
Programmed ECUs: P/T Chassis Network	2	
Last Configuration Odometer	0	miles
Vehicle Configuration 1 - Write Counter	2	
Vehicle Configuration 4 - Write Counter	2	
ECU Configuration 13	2	
ECU Configuration 8 (LIN and Miscellaneous)	2	
ECU Configuration 12	2	
ECU Configuration 15 (Suspension)	2	
ECU Configuration 15 (CBC Features)	2	
ECU Configuration 6 (Powertrain)	2	
Programmed ECUs: Cabin Network	2	
ECU Configuration 2 (CBC Features)	2	
ECU Configuration 6 (Safety)	2	
Vehicle Configuration 7 - Write Counter	2	
ECU Configuration 3	2	
ECU Configuration 4	2	
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	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	Perforated Leather	
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	
Connecetor 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	
Satellite Subscription Status	Subscribed	
Satellite Subscription ID	02L24DMQ	
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	—	
Splash Screen	—	
Cabin EQ Curve Number Currently Used by Radio	—	
Clock Defeat	—	
Anti-Theft Enable Status	—	
12/24 Time Selection	—	
Front Seat Video Playback	—	
Automated Loudness	—	
SDARS	—	
Navigation Active	—	
Cellular	—	
Application Framework	—	
Bluetooth	—	
Internal CD Player	—	
FM Diversity	—	
Wi-Fi	—	

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	



FREEZE FRAME REPORT

Vehicle 2019 CHRYSLER PACIFICA 3.6L V6 HYBRID ENGINE
VIN 2C4RC1L [REDACTED]

Odometer 11.6 miles
Publication Date May 20, 2019, 1:16:16 PM

CARB

CODE: P1D73 | ECU: PCM

NAME	VALUE	UNITS
Closed Loop with DTC - Bank 1	False	
Commanded Throttle Actuator Control	0.8	%
Spark Advance	9.5	degrees
Ignition Run/Start Switch	On	
Purge Solenoid Current	0.000	mA
Closed Loop - Bank 2	False	
Absolute Load Value	0	%
Low Ethanol PWR Enrich Flag	No	
PCM Odometer	8.1920	miles
Commanded EGR Duty Cycle	0.0	%
Time Since Run / Start	25	seconds
Catalyst Temp	561	°F
APP 1 Voltage	0.3862	Volts
Cooled EGR Temp	-40	deg C/s
MAP	14	PSI
H-Bridge Circuit	Enable	
APP Pedal Percent	0.00	%
Ethanol Gas For Sure	No	
Fuel Level Percent	36.9	%
Open Loop - Bank 2	False	
Engine RPM	0.00	rpm
AC Switch	On	
Control Module Volts	12.152	V
ETC Motor Directional Duty Cycle	-18.0	%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	1	MPH

ETC Motor Duty Cycle	18.0	%DC
AC Clutch	Disengaged	
Freeze Frame MAP Vacuum	0	PSI
Fuel Type Being Used	Gasoline	
Air Charge Temp - Bank 2	-40.00	°F
Long Term Fuel Trim - Bank 1	-0.0	%
Relative Throttle Position	0.8	%
Brake Switch 2	Released	
Short Term Fuel Trim - Bank 1	-0.0	%
TPS 2 Voltage	4.4518	Volts
APP 2 Voltage	0.0000	Volts
Throttle Outlet Temp	-40.00	°F
Calculated MAP	14.2	PSI
Fuel Rail Pressure	408	Volts
Freeze Frame DTC Priority	03	
Throttle Flow Adaptive	-0.002	g/s
Brake Switch Pressed	No	
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	97	°F
Mass Airflow Rate	0.00	g/s
Intake Air Charge Temp	87.80	°F
Current Adaptive Cell ID	18	
Barometric Pressure	14	PSI
Battery Voltage	12.1680	Volts
Long Term Fuel Trim - Bank 2	-0.0	%
Low Ethanol Therm Mgmnt Flag	No	
MAP Voltage	4.33	Volts
Air Charge Temp - Bank 1	-40.00	°F
Ambient Air Temperature	79	°F
Open Loop with DTC - Bank 2	False	
Throttle Flow Multiplicative Adaptive	0.00027	Mult
Open Loop with DTC - Bank 1	False	
Fuel Tank Pressure	20.47	inch
Actual Torque	-14.75	Ft-Lbs
Ethanol Fine Tune Complete Prev	No	
Potential Torque	0.00	Ft-Lbs
Commanded Equivalence Ratio	1.00	
Ethanol Trigger On Fuel Vol Fault	No	
Fuel Rail Pressure	0	PSI

Freeze Frame Caused by DTC	1D 73	
Open Loop due to Driving Conditions - Bank 1	False	
Open Loop - Bank 1	False	
Engine Load	0.0	%

FREEZE FRAME #1**CODE: P1D73 | ECU: PCM**

NAME	VALUE	UNITS
Time Since Run / Start	25	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	20.47	inch
Calculated MAP	14.2	PSI
Fuel Rail Pressure	408	Volts
Brake Switch 1	Released	
Short Term Fuel Trim - Bank 1	-0.0	%
Throttle Outlet Temp	-40	°F
Spark Advance	9.5	degrees
Freeze Frame DTC Priority	01	
Barometric Pressure	14	PSI
Intermediate MAP	8	PSI
Brake Switch 2	Released	
MAP - Bank 2	8	PSI
Engine Coolant Temperature	97	°F
Throttle Outlet Pressure	8	PSI
Open Loop - Bank 2	False	
Intake Air Charge Temp	88	°F
Commanded EGR Duty Cycle	0.00	%
MAP	14	PSI
Closed Loop with DTC - Bank 1	False	
Cooled EGR Temp	-40	deg C/s
Potential Torque	0.00	Ft-Lbs
Long Term Fuel Trim - Bank 1	-0.0	%
Relative Throttle Position	0.78	%
Actual Torque	-14.75	Ft-Lbs
PCM Odometer	8.1920	miles
Low Ethanol PWR Enrich Flag	No	
Open Loop with DTC - Bank 2	False	
TPS 2 Voltage	4.4518	Volts
Open Loop due to Driving Conditions - Bank 2	False	
ETC Motor Directional Duty Cycle	-18.0	%DC
Closed Loop - Bank 2	False	

Air Charge Temp - Bank 1	-40	°F
Engine RPM	0.00	rpm
Open Loop with DTC - Bank 1	False	
APP Pedal Percent	0.00	%
Control Module Volts	12.152	Volts
Open Loop - Bank 1	False	
Ethanol Gas For Sure	No	
MAP Voltage	4.33	Volts
Commanded Equivalence Ratio	1.00	
Commanded Throttle Actuator Control	0.78	%
Air Charge Temp - Bank 2	-40	°F
Ambient Air Temperature	79	°F
Ethanol Trigger On Fuel Vol Fault	No	
EGR Error	-100.0	%
Battery Voltage	12.1680	Volts
Vacuum	0	PSI
MAP - Bank 1	8	PSI
Alcohol Fuel Percent	0.00	%
Engine Load	0.0	%
Catalyst Temp	561	°F
Ignition Run/Start Switch	On	
Absolute Load Value	0	%
PCM Mileage Since MIL On	0.0000	miles
Vehicle Speed	1	MPH
Open Loop due to Driving Conditions - Bank 1	False	
Current Adaptive Cell ID	18	
AC Switch	On	
Throttle Flow Adaptive	-0.002	g/s
Fuel Type Being Used	Gasoline	
Phi Adaption Value	0.00000	Mult
ETC Motor Duty Cycle	18.0	%DC
Brake Switch Pressed	No	
Fuel Level Percent	36.9	%
APP 2 Voltage	0.0000	Volts
Freeze Frame Caused by DTC	1D 73	
Mass Airflow Rate	0.00	g/s
AC Clutch	Disengaged	
Throttle Flow Multiplicative Adaptive	0.00027	Mult
Long Term Fuel Trim - Bank 2	-0.0	%
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: P1D73 | ECU: PCM**

NAME	VALUE	UNITS
Fuel Level Percent	34.9	%
Intermediate MAP	0	PSI
Engine Coolant Temperature	46	°F
Purge Duty Cycle	0.0	%
Throttle Flow Multiplicative Adaptive	0.00027	Mult
Spark Advance	-64.0	degrees
Ethanol Trigger On Fuel Vol Fault	No	
Throttle Flow Adaptive	-0.002	g/s
Open Loop due to Driving Conditions - Bank 1	False	
Calculated MAP	14.4	PSI
ETC Motor Directional Duty Cycle	-12.8	%DC
Air Charge Temp - Bank 1	-40	°F
Vehicle Speed	0	MPH
Absolute Load Value	0	%
Barometric Pressure	14	PSI
PCM Odometer	8.1920	miles
TPS 1 Voltage	0.7027	Volts
APP Pedal Percent	0.00	%
Control Module Volts	14.823	Volts
Ethanol Fine Tune Complete Prev	No	
Closed Loop - Bank 1	False	
Cooled EGR Temp	-40	deg C/s
Freeze Frame DTC Priority	03	
Ignition Run/Start Switch	On	
Throttle Outlet Temp	-40	°F
Closed Loop with DTC - Bank 2	False	
Vacuum	0	PSI
Relative Throttle Position	3.92	%
Fuel Rail Pressure	435	Volts
Brake Switch 2	Released	
Alcohol Fuel Percent	0.00	%
Long Term Fuel Trim - Bank 1	-0.0	%
PCM Mileage Since MIL On	0.0000	miles
H-Bridge Circuit	Enable	
Open Loop with DTC - Bank 1	False	
Engine RPM	0.00	rpm
Actual Torque	-21.45	Ft-Lbs
Long Term Fuel Trim - Bank 2	-0.0	%

AC Clutch	Disengaged	
Intake Air Charge Temp	55	°F
Ethanol Gas For Sure	No	
Short Term Fuel Trim - Bank 2	-0.0	%
TPS 2 Voltage	4.2846	Volts
Commanded EGR Duty Cycle	0.00	%
Short Term Fuel Trim - Bank 1	-0.0	%
MAP - Bank 1	0	PSI
Brake Switch 1	Released	
Open Loop with DTC - Bank 2	False	
Low Ethanol PWR Enrich Flag	No	
MAP - Bank 2	0	PSI
Open Loop - Bank 1	False	
Ambient Air Temperature	52	°F
Freeze Frame Caused by DTC	1D 73	
Closed Loop with DTC - Bank 1	False	
Mass Airflow Rate	0.00	g/s
APP 1 Voltage	0.3862	Volts
Brake Switch Pressed	No	
MAP Voltage	4.41	Volts
Commanded Throttle Actuator Control	3.92	%
Battery Voltage	14.8240	Volts
Air Charge Temp - Bank 2	-40	°F
Fuel Rail Pressure	0	PSI
Engine Load	0.0	%
Open Loop - Bank 2	False	
Time Since Run / Start	285	seconds
Closed Loop - Bank 2	False	
Current Adaptive Cell ID	18	
Purge Solenoid Current	0.000	mA
MAP	14	PSI
APP 2 Voltage	0.1955	Volts
Potential Torque	0.00	Ft-Lbs
Commanded Equivalence Ratio	2.00	
Fuel Tank Pressure	114.06	inch
Catalyst Temp	50	°F
ETC Motor Duty Cycle	12.8	%DC
AC Switch	Off	
Throttle Outlet Pressure	0	PSI
Open Loop due to Driving Conditions - Bank 2	False	
Fuel Type Being Used	Gasoline	
Low Ethanol Therm Mgmnt Flag	No	
Phi Adaption Value	0.00000	Mult
EGR Error	-100.0	%

FREEZE FRAME #3**CODE: P1D73 | ECU: PCM**

NAME	VALUE	UNITS
TPS 1 Voltage	0.6930	Volts
Engine Load	0.0	%
Potential Torque	0.00	Ft-Lbs
Ethanol Fine Tune Complete Prev	No	
PCM Odometer	8.1920	miles
Commanded Throttle Actuator Control	3.92	%
AC Clutch	Disengaged	
Long Term Fuel Trim - Bank 2	-0.0	%
PCM Mileage Since MIL On	0.0000	miles
ETC Motor Directional Duty Cycle	-10.0	%DC
H-Bridge Circuit	Enable	
Open Loop with DTC - Bank 2	False	
Battery Voltage	14.7622	Volts
Short Term Fuel Trim - Bank 2	-0.0	%
Fuel Rail Pressure	450	Volts
Throttle Flow Adaptive	-0.002	g/s
Engine Coolant Temperature	70	°F
Low Ethanol PWR Enrich Flag	No	
EGR Error	-100.0	%
Fuel Type Being Used	Gasoline	
Brake Switch Pressed	No	
Calculated MAP	14.4	PSI
Vacuum	0	PSI
Actual Torque	-17.96	Ft-Lbs
Intake Air Charge Temp	81	°F
Alcohol Fuel Percent	0.00	%
Open Loop - Bank 2	False	
TPS 2 Voltage	4.2932	Volts
Long Term Fuel Trim - Bank 1	-0.0	%
Brake Switch 1	Released	
APP 1 Voltage	0.3862	Volts
Cooled EGR Temp	-40	deg C/s
Ethanol Trigger On Fuel Vol Fault	No	
Freeze Frame DTC Priority	03	
Catalyst Temp	75	°F
AC Switch	Off	
APP 2 Voltage	0.1955	Volts
Absolute Load Value	0	%
Purge Duty Cycle	0.0	%
Fuel Tank Pressure	30.51	inch
Closed Loop with DTC - Bank 2	False	

Open Loop with DTC - Bank 1	False	
Low Ethanol Therm Mgmnt Flag	No	
Mass Airflow Rate	0.00	g/s
Spark Advance	-64.0	degrees
Barometric Pressure	14	PSI
Air Charge Temp - Bank 2	-40	°F
Ethanol Gas For Sure	No	
Commanded EGR Duty Cycle	0.00	%
Fuel Rail Pressure	0	PSI
MAP - Bank 1	0	PSI
Air Charge Temp - Bank 1	-40	°F
Purge Solenoid Current	0.000	mA
Open Loop - Bank 1	False	
Closed Loop - Bank 2	False	
Ignition Run/Start Switch	On	
Open Loop due to Driving Conditions - Bank 1	False	
Short Term Fuel Trim - Bank 1	-0.0	%
Freeze Frame Caused by DTC	1D 73	
Current Adaptive Cell ID	18	
MAP Voltage	4.39	Volts
Relative Throttle Position	3.92	%
Vehicle Speed	0	MPH
APP Pedal Percent	0.00	%
Time Since Run / Start	285	seconds
Open Loop due to Driving Conditions - Bank 2	False	
MAP	14	PSI
Intermediate MAP	0	PSI
MAP - Bank 2	0	PSI
Closed Loop with DTC - Bank 1	False	
Phi Adaption Value	0.00000	Mult
Brake Switch 2	Released	
Engine RPM	0.00	rpm
Closed Loop - Bank 1	False	
Fuel Level Percent	37.6	%
ETC Motor Duty Cycle	10.0	%DC
Commanded Equivalence Ratio	2.00	
Throttle Outlet Pressure	0	PSI
Throttle Outlet Temp	-40	°F
Control Module Volts	14.793	Volts
Ambient Air Temperature	72	°F
Throttle Flow Multiplicative Adaptive	0.00027	Mult

MISFIRE**CODE: | ECU: PCM**

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NAME	VALUE	UNITS
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MOST RECENT DTC**CODE: U0594 | ECU: PCM**

NAME	VALUE	UNITS
Calculated MAP	14.3	PSI
Short Term Fuel Trim - Bank 1	-0.0	%
Open Loop due to Driving Conditions - Bank 2	False	
Fuel Level Percent	55.7	%
Brake Switch 2	Released	
Phi Adaption Value	0.00000	Mult
TPS 1 Voltage	0.5356	Volts
Throttle Outlet Pressure	5	PSI
Barometric Pressure	14	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	13.0	degrees
TPS 2 Voltage	4.4506	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	12.6004	Volts
Ethanol Fine Tune Complete Prev	No	
ETC Motor Directional Duty Cycle	-14.8	%DC
Intake Air Charge Temp	100	°F
Catalyst Temp	1013	°F
APP Pedal Percent	0.00	%
Commanded Equivalence Ratio	1.00	
EGR Error	0.00000	
Current Adaptive Cell ID	18	
Ambient Air Temperature	91	°F
Fuel Tank Pressure	11.85	inch
Control Module Volts	12.584	Volts
Open Loop with DTC - Bank 2	False	
Purge Solenoid Current	0.000	mA
Purge Duty Cycle	0.0	%
Engine RPM	0.00	rpm
Closed Loop with DTC - Bank 1	False	
Throttle Flow Adaptive	-0.012	g/s
PCM Odometer	8.1920	miles
Engine Coolant Temperature	109	°F

Vacuum	0	PSI
Actual Torque	-10.71	Ft-Lbs
Air Charge Temp - Bank 2	-40	°F
Air Charge Temp - Bank 1	-40	°F
MAP - Bank 2	5	PSI
APP 1 Voltage	0.3910	Volts
Intermediate MAP	5	PSI
Mass Airflow Rate	0.00	g/s
Vehicle Speed	0	MPH
ETC Motor Duty Cycle	14.8	%DC
Fuel Rail Pressure	60	PSI
Open Loop - Bank 1	False	
Long Term Fuel Trim - Bank 2	-0.0	%
Long Term Fuel Trim - Bank 1	-0.0	%
Commanded Throttle Actuator Control	1	%
Low Ethanol PWR Enrich Flag	No	
MAP Voltage	4.37	Volts
Open Loop - Bank 2	False	
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	27	seconds
MAP	14	PSI
H-Bridge Circuit	Enable	
AC Switch	On	
Brake Switch Pressed	No	
Freeze Frame Caused by DTC	C5 94	
Ethanol Gas For Sure	No	
Closed Loop - Bank 2	False	
MAP - Bank 1	5	PSI
Ignition Run/Start Switch	On	
Freeze Frame DTC Priority	03	
Engine Load	0.0	%
Fuel Type Being Used	Gasoline	
Potential Torque	0.00	Ft-Lbs
Absolute Load Value	0	%
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	0.00027	Mult
Closed Loop - Bank 1	False	



VEHICLE SCAN REPORT

Vehicle VIN 2019 CHRYSLER PACIFICA 3.6L V6 HYBRID ENGINE
2C4RC1L7 [REDACTED]

Odometer 11.6 miles
Publication Date May 20, 2019, 1:15:36 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT	ORIGINAL	PART #
PCM	Powertrain Control Module	CAN-C	68416681AD	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68416681AD
ICS	Integrated Center Stack	CAN-I	6EV301X8AB	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	6EV301X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AB	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68383680AB
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68416741AA
ANC	Active Noise Cancellation	CAN-I	68440556AA	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68440556AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68406613AA
DDM	Driver Door Module	CAN-I	68316561AD	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68316561AD
PDM	Passenger Door Module	CAN-I	68316560AD	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68316560AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68369596AB
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68316094AF
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68405292AC
PTS	Parktronics	CAN-C	68193772AJ	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68193772AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68402177AB
HSM	Heated Seat Module	CAN-I	68414665AA	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68414665AA
RADIO	Radio	CAN-I	68401442AB	2C4RC1 [REDACTED]	2C4RC1L [REDACTED]	68401442AB
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1L7 [REDACTED]	2C4RC1L [REDACTED]	68403127AA

HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1		2C4RC1L7	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1		2C4RC1L7	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1		2C4RC1L7	04672786AB
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1		2C4RC1L7	05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD	2C4RC1		2C4RC1L7	68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AM	2C4RC1		2C4RC1L7	05190240AM
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1		2C4RC1L7	05185047AD
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1		2C4RC1L7	68316174AB
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1		2C4RC1L7	68405948AA
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1		2C4RC1L7	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AM	2C4RC1		2C4RC1L7	05190241AM
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1		2C4RC1L7	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1		2C4RC1L7	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA			2C4RC1L7	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 25 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
PCM	P2110	Electronic Throttle Control System Bank 1 - Forced Limited RPM	Stored
PCM	P2118	Electronic Throttle Control Motor Current Performance - Bank 1	Stored
PCM	U0594	Implausible Data Received From Hybrid Control Module	Active
PCM	P1D73	AGS Performance	Stored
HVAC	B10EB-00	Blower Power Module-	Stored
PTS	U0415-00	Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-	Active
RADIO	B280B-00	NTSC Video Input-	Stored
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
ABSO	C121C-00	Torque Request Signal Denied-	Active

ENVIRONMENTAL DATA SUMMARY

PCM | P2110 | STORED | ELECTRONIC THROTTLE CONTROL SYSTEM BANK 1 - FORCED LIMITED RPM

NAME	VALUE	UNITS
DTC	21 10	
DTC Readiness Flag	Not Complete	
DTC Storage State	Stored	
Warning Indicator Request State	On	
Odometer	8.0	miles
Accumulation Timer	2	minutes
Number of DTC	1	
Ignition Key Cycles	33	

Key Cycles Since DTC Last Set Counter	33	
Starts Since Set Counter	32	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | P2118 | STORED | ELECTRONIC THROTTLE CONTROL MOTOR CURRENT PERFORMANCE - BANK 1

NAME	VALUE	UNITS
DTC Readiness Flag	Not Complete	
Warning Indicator Request State	Off	
DTC Storage State	Stored	
DTC	21 18	
Number of DTC	1	
Odometer	8.0	miles
Ignition Key Cycles	39	
Accumulation Timer	2	minutes
Starts Since Set Counter	39	
Key Cycles Since DTC Last Set Counter	40	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | U0594 | ACTIVE | IMPLAUSIBLE DATA RECEIVED FROM HYBRID CONTROL MODULE

NAME	VALUE	UNITS
DTC	C5 94	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Number of DTC	1	
Accumulation Timer	4	minutes
Starts Since Set Counter	0	
Odometer	8.0	miles
Ignition Key Cycles	0	
Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | P1D73 | STORED | AGS PERFORMANCE

NAME	VALUE	UNITS
DTC	1D 73	
DTC Storage State	Stored	
Warning Indicator Request State	On	
DTC Readiness Flag	Not Complete	
Number of DTC	1	
Accumulation Timer	12	minutes
Ignition Key Cycles	27	

Odometer	8.0	miles
Key Cycles Since DTC Last Set Counter	28	
Warm Up Cycles	0	
Starts Since Set Counter	28	
Good Trip Counter	0	

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

NAME	VALUE	UNITS
Pending DTC	False	
Test Failed	False	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Error	
Warning Indicator Requested	False	
Most Recent Odometer Value	10	miles
Original Odometer Value	10	miles
Frequency Counter	3	
Ignition Cycle Counter	9	

PTS | U0415-00 | ACTIVE | INVALID DATA RECEIVED FROM ANTI-LOCK BRAKE SYSTEM (ABS) CONTROL MODULE 'A'-

NAME	VALUE	UNITS
DTC	C4 15 00	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed This Operation Cycle	True	
Test Failed	True	
DTC Extended Data Record Number - All	03	
Test Failed Since Last Clear	True	
Warning Indicator Requested	False	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
DC/DC Converter Voltage	02	Volt
Most Recent Odometer Value	10	miles
Frequency Counter	1	
Original Odometer Value	10	miles

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

NAME	VALUE	UNITS
DTCTable	A8 0B 00	
Confirmed DTC	True	

TestFailed	False	
TestFailedThisMonitoringCycle	False	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Pending DTC	False	
Occurance Flag	Occurrence	
Reserved	Reserved	
RDI \$6080	60 80	
Event Counter	5C	
Ignition Counter	8	
Most Recent Odometer Value	10	miles
Frequency Counter	1	
Original Odometer Value	10	miles

HCP | P0A3F-00 | ACTIVE | DRIVE MOTOR A POSITION SENSOR 1 CIRCUIT

NAME	VALUE	UNITS
DTC	0A 3F 00	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Test Failed	True	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Confirmed DTC	True	
Warning Indicator Requested	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
PRND Position Display	P	
Ignition State	Reserved	
Propulsion System Active	False	
Motor A Resolver Offset Learn Erase	not requested	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Track	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	Reserved	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HCP ePT Wake-Up Output	On	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	

J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
HCP System Shutdown Command	Default	
Motor B Resolver Offset Learn Erase	not requested	
Frequency Counter	45	
Ignition Cycle Counter	0	
Accelerator Pedal Position	0	%
RAM stamps keyOn	30	sec
Most Recent Odometer Value	11.6	miles
Original Odometer Value	10.9	miles
HV Battery SOC	87	%
Engine Speed	1617	rpm
Barometric Pressure	14	PSI
Motor A Temp Sensor	99	°F
Engine Coolant Temperature	106	°F
Vehicle Speed	0.0000	MPH
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Angle Offset	5.20	Degree
Real time clock	11829598	sec
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Temp Sensor	93	°F
RAM Stamps	1196	Min
Battery Feed Voltage 2 Sense	14.184	Volts
Internal EPS Voltage Sense A	7.848	Volts
Internal EPS Voltage Sense B	7.704	Volts
Actual Torque - Motor B	-0.461	Ft-Lbs
Motor A Resolver Angle Offset	3.20	Degree
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	1.5	rpm
Electric Motor A Speed	6811.0	rpm
Commanded Torque - Motor B	3.042	Ft-Lbs
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Motor B - Inverter Current - phase B	-8	AMP
Battery Feed Voltage 3 Sense	13.896	Volts
Motor A - Inverter Current - phase A	100	AMP
Motor B - Inverter Current - phase C	-4	AMP
Battery Feed Voltage 1 Sense	14.184	Volts
Motor A - Inverter Current - phase C	-140	AMP
Motor A Resolver Angle	Invalid Value	Degree
Outside Air Temperature	89.6	°F

Motor B Resolver Angle	124	Degree
Motor A - Inverter Current - phase B	36	AMP
Inverter A IGBT Temperature for phase B	95	°F
Inverter A IGBT Temperature for phase A	97	°F
HV Battery Voltage from BPCM	387.00	Volts
PIM DC Link Voltage - B	388	Volts
Motor B - Inverter Current - phase A	-4	AMP
PIM DC Link Voltage - A	386	Volts
Inverter B IGBT Temperature for phase A	97	°F
Inverter B IGBT Temperature for phase C	95	°F
Inverter B IGBT Temperature for phase B	91	°F
Inverter A IGBT Temperature for phase C	97	°F
Motor B Torque	-0.461	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Torque	0.000	Ft-Lbs
Motor B Resolver Angle	124	Degree
GPS Date - Month	1	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
Motor A Resolver Angle	Invalid Value	Degree
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms

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

NAME	VALUE	UNITS
DTC	0C 19 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Pending DTC	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
PHEV Charging Status	No Charging	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
Propulsion System Active	False	
PRND Position Display	P	
Motor A Phase U Short Fault - High-Side	False	

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

Motor A Phase W SPI Error Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Hybrid System State	Reserved	
Inverter B Status Feedback	Normal On	
HV Contactor Status	Closed	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
Impact Event	False	
APM Status	Off	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
Commanded Inverter A State	Torque Control	
J1772 Prox Detected State	Prox Out	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VDD - High-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - High-Side	False	
Motor A Phase U Over Voltage Fault VH - Low-Side	False	
Motor A Phase U Under Voltage Fault VH - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase V Over Voltage Fault VH - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - High-Side	False	
Motor A Phase V Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - 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 Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Under Voltage Fault VH - High-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 VL - 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 Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - 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	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Ignition Cycle Counter	0	
Frequency Counter	47	
Most Recent Odometer Value	11.6	miles
RAM Stamps	1196	Min
Real time clock	11829598	sec
RAM stamps keyOn	30	sec
Accelerator Pedal Position	0	%
Engine Speed	1617	rpm
Original Odometer Value	10.9	miles
HV Battery SOC	87	%
Available Motor Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	14	PSI
Vehicle Speed	0.0000	MPH
Inverter A Input DC Current	0.0	AMP
Electric Motor A Speed	6737.5	rpm
Engine Coolant Temperature	106	°F
Motor A - Inverter Current - phase B	-72	AMP
Actual Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase C	-76	AMP
Motor A - Inverter Current - phase A	140	AMP
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	14.184	Volts
Internal EPS Voltage Sense B	7.704	Volts
PIM DC Link Voltage - A	386	Volts
Internal EPS Voltage Sense A	7.848	Volts
Available Motor Torque - Motor B	232.393	Ft-Lbs
High Temp Aux Pump - Actual Speed	3000	rpm
Battery Feed Voltage 3 Sense	13.968	Volts
Available Regen Torque - Motor B	-232.393	Ft-Lbs

Low Temp Active Pump Speed	0	rpm
Outside Air Temperature	89.6	°F
PIM DC Link Voltage - B	388	Volts
Actual Torque - Motor B	-0.830	Ft-Lbs
Passive Pump Coolant Temp In Sensor	91	°F
Available Regen Torque - Motor A	0.000	Ft-Lbs
Battery Feed Voltage 1 Sense	14.184	Volts
Commanded Torque - Motor B	3.042	Ft-Lbs
Motor B - Inverter Current - phase B	-8	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Temp Sensor	93	°F
Motor A Resolver Angle	Invalid Value	Degree
Electric Motor B Speed	1.5	rpm
Commanded Torque - Motor A	0.000	Ft-Lbs
Motor B Resolver Angle	124	Degree
Motor A Temp Sensor	97	°F
Inverter B IGBT Temperature for phase A	97	°F
Inverter B IGBT Temperature for phase C	95	°F
Inverter A IGBT Temperature for phase A	97	°F
Inverter B IGBT Temperature for phase B	91	°F
Distance Travelled with Light ON	0	miles
Motor B Torque	-0.830	Ft-Lbs
Inverter A IGBT Temperature for phase C	97	°F
HV Battery Voltage from BPCM	387.00	Volts
Motor A Temp Sensor	97	°F
Motor A Resolver Angle	Invalid Value	Degree
Motor A Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Inverter A IGBT Temperature for phase B	95	°F
GPS Date - Day	1	Days
GPS Date - Month	1	
ECU Time - Milliseconds	0	ms
GPS Date - Year	0	Year
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds

ABS0 | C121C-00 | ACTIVE | TORQUE REQUEST SIGNAL DENIED-

NAME	VALUE	UNITS
Test Failed This Operation Cycle	True	
DTC	52 1C 00	
Test Failed	True	
Pending DTC	True	

Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Mirror Memory	No	
Controller Event	No	
Occurrence flag	Error	
Undervoltage Suspected	No	
Previous System Mode	Ignition Run	
Brake Pedal Status	Released	
Current System Mode	Ignition Run	
System Condition	OK	
Rotation Direction Left Rear	Forward	
Rotation Direction Right Rear	Forward	
Rotation Direction Left Front	Forward	
Rotation Direction Right Front	Forward	
ASR control	Not Active	
HBA control	Not Active	
ESP Control	Not Active	
MSR control	Not Active	
ABS control	Not Active	
Braking assistance system	No assistance system is braking	
EBV control	Not Active	
HSA control	Not Active	
BLS High	No	
BLS Low	Yes	
Plant Mode	No	
Hold	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	P	
EPB Mode Status	Static	
Transmission selector lever setting	P	
Status Parking Brake Left	Brake is Released	
Park Brake	Not Activated	
ESP-OFF mode	No	
Status Parking Brake Right	Brake is Released	
EPB Switch Status	Idle	
Frequency Counter	1	
Most Recent Odometer Value	10	miles
Original Odometer Value	10	miles
Fault Time	125.00	s
Ignition Unfiltered	12.3	V

Brake Pedal Travel Sensor Position	0	%
Ignition Cycle Counter	0	
Supply voltage Pump	12.4	V
Supply Voltage Valves	12.3	V
Lateral Acceleration	0.00	m/s^2
Wheel Speed Left Rear	0.000	MPH
Wheel Speed Right Front	0.000	MPH
Wheel Speed Left Front	0.000	MPH
Wheel Speed Right Rear	0.000	MPH
Yaw Rate	0.000	°/s
Engine Speed	0.0	rpm
Steering Wheel Angle	6.40	°
Longitudinal Acceleration	-0.43	m/s^2
Accelerator Pedal Position	0.0	%
Supplier Internal Code	272	
Primary Circuit Pressure	0.00	PSI

SNAPSHOT DATA SUMMARY