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CONFIGURATION REPORT

Vehicle 2015 CHRYSLER 200 3.6L V6 V.V.T.
VIN 1C3CCCEG1 [REDACTED]

Odometer 82265 miles
Publication Date Jun 30, 2020, 12:46:10 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT	ORIGINAL	PART #
PCM	Powertrain Control Module	CAN-C	68102895AL	1C3CCC	1C3CCCEG	68102895AL
IPC	Instrument Panel Cluster	CAN-C	68105898AI	1C3CCC	1C3CCCEG	68105898AI
EPS	Electric Power Steering	CAN-C	05154931AE	1C3CCC	1C3CCCEG	05154931AE
ORC	Occupant Restraint	CAN-C	68253727AB	1C3CCC	1C3CCCEG	68253727AB
TCM	Transmission Control Module	CAN-C	68271618AG	1C3CCC	1C3CCCEG	68271618AG
ICS	Integrated Center Stack	CAN-I	05091536AF	1C3CCC	1C3CCCEG	05091536AF
SCCM	Steering Column Control Module	CAN-C	68145642AF	1C3CCC	1C3CCCEG	68145642AF
BCM	Body Controller	CAN-C	68145625AH	1C3CCC	1C3CCCEG	68145625AH
ABS	Anti Lock Brakes	CAN-C	68232470AB	1C3CCC	1C3CCCEG	68232470AB
HVAC	Heat, Ventilation and A/C	CAN-I	68103159AH	1C3CCC	1C3CCCEG	68103159AH
CSWM	Comfort Seat Wheel Module	CAN-I	68223675AD	1C3CCC	1C3CCCEG	68223675AD
ESM	Electronic Shifter	CAN-C	68264792AA	1C3CCC	1C3CCCEG	68264792AA
RFH	Radio Frequency Hub	CAN-C	68171495AE	1C3CCC	1C3CCCEG	68171495AE
DTCM	Drive Train Control Module	CAN-C	68242163AC			68242163AC
OCM	Occupant Classification	CAN-C	68144655AC	1C3CCC	1C3CCCEG	68144655AC
EPB	Electrical Parking Brake	CAN-C	68265141AD	1C3CCC	1C3CCCEG	68265141AD
DDM	Driver Door Module	CAN-I	68111321AG	1C3CCC	1C3CCCEG	68111321AG
PDM	Passenger Door Module	CAN-I	68111320AG	1C3CCC	1C3CCCEG	68111320AG
RADIO	Radio	CAN-I	68226693AC	1C3CCC	1C3CCCEG	68226693AC
PTU	Power Transfer Unit	CAN-C	68090604AG			68090604AG

ECU SUMMARY INFO (CONT...)

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ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	12 47	06 15 01	6CD6	16C0EEA7
IPC			84 E1	6202	
EPS			00 07	6001	
ORC	United States of America	03		6100	
TCM	United States of America	00	61 30	6202	EBE38E05
ICS	FF		3598	6200	
SCCM			1709	6205	
BCM	United States of America		E5 01	6040	
ABS			34 00	6102	
HVAC	United States of America		05 01	6100	
CSWM	World		00 08	6101	
ESM		03	0E 18	6201	
RFH			04 00	6201	
DTCM	United States of America		1706	6007	
OCM	United States of America		00 03	6002	
EPB		29	00 00	6001	
DDM	United States of America		13	6002	
PDM	United States of America		00 0D	6002	
RADIO	USA		05 02	6000	
PTU			1502	6000	

PCM CONFIGURATION

NAME	VALUE	UNITS
Active Exhaust Pressure Sensor Equipped	False	
Secondary Mass Airflow Sensor Equipped	False	
Electronic Parking Brake Equipped	True	
Active Exhaust Valve(s) Equipped	False	
Mechanical Coolant Pump Equipped	False	
High Side Port Tumble Valve Equipped	False	
Aux Coolant Pump Heater Equipped	False	
Wastegate HBridge Equipped	False	
Heater Temp Control Valve Equipped	False	
Variable Speed Fuel Pump Equipped	False	
Brushless PWM Fan Equipped	False	
CUSW (29-Bit) Equipped	False	
Aisin 6-Speed RWD Transmission Equipped	False	
Active Exhaust Pressure Sensor Equipped	False	
HPT 6-Speed Transmission Equipped	False	
Transmission Software Included	False	
1.8 Liter W14 engine	False	
Low Temperature Radiator Coolant Pump Equipped	False	
O2 Sensor Bank 1 Sensor 2 Equipped	True	
3.2 Liter V6 Engine	False	

Operator Idle Speed Request Equipped	False	
ERS Equipped Indicator	False	
Manual Transmission Equipped	False	
Electronic Coolant Pump Equipped	False	
42RLE	False	
Auxiliary Coolant Pump Equipped	False	
VFS Actuators Available Indicator	False	
Air Shutoff Valve Bank 1 Control Solenoid 1 Equipped	False	
Powernet Equipped	False	
Continuous Variable Transmission Equipped	False	
Linear EGR Equipped	False	
A/C Equipped	True	
Air Shutoff Valve Bank 1 Control Solenoid 2 Equipped	False	
3.8 Liter V6 Engine	False	
Rear Heater Equipped	False	
Shift Indicator Lamp Equipped	False	
4.0 Liter V6 Engine	False	
Dual Stage Oil Pump Equipped	True	
MultiAir Equipped	False	
CMCV H-Bridge Equipped	Undefined	
ETC Cruise equipped	True	
Engine Idle Shutoff Equipped	False	
Police Package Equipped	False	
CUSW PROXI Write Programming Support Enabled	True	
O2 Sensor Bank 1 Sensor 1 Equipped	True	
2 Liter Continuous Variable Transmission Equipped	False	
GPEC2A Equipped	False	
Wide Range O2 Sensor 2/1 Equipped	False	
VLP Equipped Indicator	False	
Unleaded Gasoline Fuel	True	
3.0 Liter V6 Engine	False	
3.7 Liter V6 Engine	False	
Viscosity Sensor Equipped	False	
Clutch Interlock Switch Equipped	False	
Wastegate H-Bridge Equipped	Undefined	
6.4 Liter V8 Engine	False	
Compressed Natural Gas Equipped	False	
WI4 Variable Valve Timing Equipped	True	
2.4 Liter WI4 engine	False	
Intake Cam 2 Equipped	True	
66RFE / 68RFE	False	
5.7 Liter V8 Engine	False	
Hybrid Electric Vehicle Equipped	False	
Exhaust Cam 1 Equipped	True	

Sensorless FFV Enabled	True	
Starter Relay 2 Equipped	False	
Knock Sensor 2 Equipped	True	
Supercharger Equipped	False	
VLP Is Learnable Indicator	False	
Vehicle Speed Sensor #1 Calculated by ECU	False	
High Side Port Tumble Valve Equipped	Undefined	
Secondary Fuel Pump Equipped	False	
Linear PWM Fan Relay System Equipped	True	
Transmission Oil Heater Equipped	False	
3.6 Liter V6 Engine	True	
Active Grille Shutter Equipped	True	
3.5 Liter V6 Engine	False	
Electronic Vacuum Pump Equipped	True	
O2 Sensor Bank 2 Sensor 1 Equipped	True	
Battery Temp Sensor Equipped	False	
Active Engine Mount Equipped	False	
2.0 Liter W14 engine	False	
ESIM Equipped	True	
Air Shutoff Valve Bank 2 Control Solenoid 2 Equipped	False	
Auxiliary Heater Electric Water Pump Equipped	False	
Tumble Generator Valve Equipped	False	
O2 Sensor Bank 1 Sensor 3 Equipped	False	
2 Speed Fan Mechanical Relay System Equipped	False	
Fan Wake Up Relay System Equipped	True	
Vehicle Speed Sensor #1 Calculated from CAN	False	
TIP Equipped	False	
Engine Software In Package	True	
O2 Sensor Bank 2 Sensor 2 Equipped	True	
Linear Purge Equipped	False	
EMAT (Getrag DCT transmission) Equipped	False	
Variable Displacement AC Equipped	False	
Turbocharger Equipped	False	
Mass Airflow Equipped	False	
Trans Skip Shift Equipped	False	
Intake Cam 1 Equipped	True	
2.7 Liter V6 Engine	False	
Engine Stop Start Equipped	False	
Direct Injection Equipped	False	
Barometric Sensor Equipped	False	
Cooled EGR Equipped	False	
W14 Intake Flow Control Valve Equipped	False	
Duty Cycle Purge Valve Equipped	True	
VMM Equipped	False	

Oil Pressure Sensor Absolute Equipped	False	
Auxiliary Coolant Pump Heater Equipped	Undefined	
4.0 Liter I6 Engine	False	
45RFE / 545RFE / 65RFE	False	
Next Gen Bus Equipped	False	
4.7 Liter V8 Engine	False	
2 Speed Fan PWM Relay System Equipped	False	
A580 Transmission Equipped	False	
MDS Equipped	False	
Electronic Automatic Transmission (EATX) Equipped	False	
PTO System Equipped	False	
Gen1 Dual Alternator Equipped	False	
Active Exhaust Valve Equipped	False	
Exhaust Cam 2 Equipped	True	
GPEC3 Equipped	False	
Constant Heater Temperature Control Valve Equipped	Undefined	
Mechanical Coolant Pump Heater Equipped	Undefined	
Adaptive Cruise Control Equipped	False	
3.3 Liter V6 Engine	False	
Power Steering Switch Equipped	False	
4 Button Integrated Cruise Control	False	
Fixed displacement AC Equipped	True	
Electric Water Pump Equipped	False	
CUSW (11-Bit) Equipped	True	
PWM Fan Motor System Equipped	False	
3 Speed Fan Mechanical Relay System Equipped	False	
Unleaded diesel fuel	False	
ZF 9-Speed Transmission Equipped	True	
ICC Cruise Equipped	False	
Turbine Volute Valve Actuator Equipped	Undefined	
1 Speed Fan Mechanical Relay System Equipped	False	
MTV Solenoid Equipped	False	
GPEC2 Equipped	True	
SRV Equipped	False	
Trans Reverse Lockout Equipped	False	
Inrush Current Reduction Relay Equipped	False	
Knock Sensor 1 Equipped	True	
Port Flap Valve Equipped	False	
Electric Coolant Valve Equipped	False	
40TE / 41TE / 41TEA	False	
Engine Oil Heater Cooler Equipped	False	
4 Speed Automatic Transmission Equipped	False	
Fuel Tank Isolation Valve/Fuel Tank Pressure Sensor system Equipped	False	
Wide Range O2 Sensor 1/1 Equipped	False	

AC Equipped	False	
6.1 Liter V8 Engine	False	
AC Equipped Over Bus	False	
62TE	False	
Electronic Throttle Control Equipped	True	
Fiat 940 Compact Equipped	False	
Cummins Equipped	False	
Secondary Air Equipped	False	
2 Speed Fan 3 Driver 3 Relay System Equipped	False	
Dual Speed Fuel Pump Equipped	False	
Electric Thermostat Heater Equipped	False	
Adaptive Cruise Control Hardware Equipped	False	
CUSW 4 Button Cruise Equipped	False	
Cylinder Pressure Sensor Equipped	False	
Make Up Air Sensor Equipped	False	
5 Button Cruise (LIN) Equipped	True	
Operator Idle Speed Request Equipped	False	
INTAKE O2 SENSOR EQUIPPED	False	
BRAKE_PEDAL_SENSOR_EQUIPPED	False	
Bi-Directional Crank Sensor Equipped	False	
SWAP HARDWIRED BRAKE SWITCH INPUTS	True	
Mass Airflow System Equipped	False	
A/C Relay Powered from Engine Switched Battery	False	
Supercharger Equipped	False	
Dual Fuel Tank Equipped	False	
PTO System Equipped	False	
Dual Alternator Gen1 Capable	False	
Engine Idle Shutoff Equipped	False	
Low Temp Radiator Coolant Pump Equipped	False	
Hybrid MEC Shifter Equipped	False	
Cooled EGR Equipped	False	
CNG Large Gas Tank Equipped	False	
ZF 9-Speed Trans Equipped	True	
HPT 6-Speed Trans Equipped	False	
Auxillary Coolant Pump Equipped	False	
6.2 Liter V8 Engine	False	
Remote Start Present	Present	

IPC CONFIGURATION

NAME	VALUE	UNITS
High Line	True	

ORC CONFIGURATION

NAME	VALUE	UNITS
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First Row Passenger Seatbelt Buckle Switch	Configured	
Right C-Pillar Impact Acceleration Sensor	Configured	
Passenger Airbag Disable Indicator (PADI)	Not Configured	
Right B-Pillar Impact Acceleration Sensor	Configured	
Driver Seatbelt Retractor Pretensioner	Configured	
Rollover Sensing	Configured	
Passenger Frontal Squib 4	Not Configured	
Right Up-Front Acceleration Sensor	Configured	
Passenger Seatbelt Load Limiter	Configured	
Left D-Pillar Impact Acceleration Sensor	Not Configured	
Left Side Seat Squib 1	Configured	
Passenger Knee Bolster Squib	Configured	
Right D-Pillar Impact Acceleration Sensor	Not Configured	
Passenger Seat Track Position Sensor	Configured	
Driver Seatbelt Anchor Pretensioner	Configured	
Driver Seat Track Position Sensor	Configured	
Passenger Seatbelt Anchor Pretensioner	Configured	
Driver Knee Bolster Squib	Configured	
Driver Seatbelt Load Limiter	Configured	
Left B-Pillar Impact Acceleration Sensor	Configured	
Passenger Seatbelt Retractor Pretensioner	Configured	
EPPM	Not Configured	
Left Side Door Pressure Sensor	Configured	
Driver Frontal Squib 3	Configured	
Passenger Occupant Detection Sensor	Not Configured	
Passenger Frontal Squib 3	Configured	
First Row Driver Seatbelt Buckle Switch	Configured	
Right Side Seat Squib 1	Configured	
Passenger Airbag Disable (PAD) Switch	Not Configured	
Left Up-Front Acceleration Sensor	Configured	
Left Curtain Squib 1	Configured	
Occupant Classification (OCM)	Configured	
Right Curtain Squib 1	Configured	
Left C-Pillar Impact Acceleration Sensor	Configured	
Driver Frontal Squib 4	Not Configured	
Tow Hook	absent	
Passenger's Knee Bag	absent	
CAN node 78 (OCM)	Node Present	
Driver Knee Bag	absent	
Left/Right Seat Bag	absent	
Country Code	United States of America	
Rear Seat Bag	absent	
EPPM	Node Absent	
Left/Right Window Bag	absent	

Gear Box Type	Not Valid	
Front Passenger Disable Switch	absent	
Vehicle Line Configuration	UF	
SBR Unit	absent	
Number Of Doors	4 Doors	

TCM CONFIGURATION

NAME	VALUE	UNITS
Cruise Control	Present	
Vehicle Line Configuration	UF	
Model Year	2015	
Drive Style Selector	absent	
Car Shape Configuration	Sedan	
Drive Type Variant	Single Speed AWD	
DTCM	Present	
Axle Ratio	3.251	No Unit
Adaptive Cruise Control	absent	
Shifter Type Variant	5 pos Rotary Eshifter PRNDL	
Gear Box Paddles	Present	
Country Code	United States of America	
Fuel Type	Gasoline	
Stop And Start	absent	
ERS/Autostick/Tip Non-Paddle in D Position Equipped	False	
4WD with switchable Lo Range equipped	False	
Cableless E-shift Without Return-to-center Equipped	False	
Long Learn Enabled	True	
ECO/Optimizer Switch Equipped	False	
RWD Equipped	False	
Paddle-Shift Switches Equipped	True	
AWD Equipped	True	
ERS/Autostick/Tip Non-Paddle in A or M Position Equipped	False	
Autostick/ERS On/Off Switch Equipped	False	
Engine Start/Stop equipped	False	
ERS/Autostick/Tip Non-paddle on Steering Wheel equipped	False	
Short Learn Enabled	False	
FWD Equipped	False	
Shifter with Low Mode Position Equipped	False	
Shifter with Sport Mode Position Equipped	True	
Overdrive Off or Tow Haul Mode Switch or Virtual Switch (Non-Terrain) Equipped	False	
Sport Mode Switch or Virtual Switch (Non-Terrain) Equipped	False	

ICS CONFIGURATION

NAME	VALUE	UNITS
DUAL ZONE with ESP	True	

Dual Zone With ESP and Stop/Start	False	
SINGLE ZONE with ESP	False	
Single Zone With ESP and Stop/Start	False	

SCCM CONFIGURATION

NAME	VALUE	UNITS
Paddle Shifter	True	
Speed Limiter	False	
Cruise	True	
ACC	False	
ACC +	False	

BCM CONFIGURATION

NAME	VALUE	UNITS
Alarm Siren	Not Set	
Voltage Control Module	Not Set	
Aux Switch Bank Module	Set	
Windshield Wiper Smart Motor	Set	
Terrain Switch Bank Module	Not Set	
Intelligent Battery Sensor	Not Set	
Illuminated Approach Interior Lighting Target Percentage	135(67.5%)	
VTA System Request	VTA	
Combined Rear View camera	Set	
Compass Mounting Angle	7F	Degree
Smart Beam Present(AHBM)	False	
Steering Wheel Switch	Set	
Humidity Sensor Present	True	
Compass Mounting Orientation	Not Set	
Rear View Camera	Set	
Illuminated Approach Interior Lighting Ramp Up Time	113(2260ms)	
Compass Display	Present on VP and IPC	
Production Date	20 16 04 19	
Remote Door Unlock Menu	absent	
ACC PROXI	not in use	
Wi-Fi	absent	
Country Code	United States of America	
UGDO	Present	
Surround	absent	
Horn Chrip menu	Present	
AMP	absent	
Trunk Type	03	
Greeting Lights Menu	Present	
MSM PROXI	not in use	
Wheel Base	type 3 (D-sedan)	

FM 2	absent	
Number Of Doors	4 Doors	
RFH PROXI	in use	
Alarm System	Present	
Steering Ratio Rack Pinion Type	54 C Factor(linked to suspension)	
ORC PROXI	in use	
ABS Function - Hill Start Assist	Present	
Phone Repetition Menu	absent	
ESM	Present	
Steering Wheel Switch Type	Standard 10 buttons	
FFCM	absent	
Turbo Pressure Display	absent	
EPB	Present	
AHBM	absent	
Axle Ratio	3.251	Ratio
OCM	Present	
Fuel Tank Capacity	16	gallons
Vehicle Line	UF	
SCCM	Present	
TCM PROXI	in use	
Paddle Shift	Present	
MSM	absent	
Rain Sensor	absent	
ICS PROXI	in use	
Suspension Configuration Rear	Normal Duty	
Dead Reckoning	absent	
Tester Code	0000000000	
Anti Frost Sensor	Present	
Semi Automatic Parking System	absent	
TPMS Configuration	Logic_1 = NHTSA Enable Warning	
Ambient Temperature Sensor	Present	
Auto Decklid Release	Present	
Brakes Type	NAFTA & Non-AMS EU FWD	
DTCM	Present	
RBSS PROXI	not in use	
Cooled Seats	absent	
Cruise Control	Present	
Acoustic Configuration	31	
ACC	absent	
Auto Park Brake Menu	absent	
Electronic Brake System Type	VDC + Hill Holder + ASR	
Flash Lights With Lock Menu	absent	
Main Ant Supply	First Active	
Heated Steering Wheel	absent	

HVAC Zone Control	2 zone	
Audio System Type	Base	
Logistic Mode	Present	
Rear View Camera	Present	
Configuration Code	00000046933	
Engine Type	Type11 (V6, 3.6L (GAS) Phoenix VVT (E85) (ERB))	
TPMS VARIANT	Premium	
Wind Sheild Type Variant	type 1	
Auto Close Menu	Disabled	
RADIO Type	Level 2	
PAM PROXI	not in use	
IPC PROXI	in use	
RADIO PROXI	in use	
Transmission Type	ATX	
RADIO/ETM	Present	
ERS Autostick Presence	Autostick present	
Park With Stop	absent	
Driver Style Selector	absent	
Adaptive Cruise Control	absent	
EPS PROXI	in use	
Immobilizer	Present	
DDM	Present	
BCM	Present	
Fuel Type	Gasoline	
Body Type	Type 1(Sedan)	
Automatic Recirculation	Present	
FFCM Torque Sensibility	Level1(Base)	
Audio Repetition Menu	absent	
SDARS Travel Link	absent	
Tire Pressure Menu Units	absent	
Transmission Variant	9HP48/93TE 1 spd PTU (DFH)	
Microphone Tuning Parameter	Sedan 1	
External Port Type	AUX+USB	
Microphone Configuration	1 microphone	
ICS	Present	
Exterior Mirror Turn Signals	Present	
Tcase High Ratio	Tcase Hi ratio 1:1	
OCM PROXI	in use	
PDM PROXI	in use	
EPB PROXI	in use	
Steering Wheel Material	Full Leather	
Horn Chrip Enable	Both Access Alarm	
Nav Repetition Menu	absent	
Cellular	absent	

LBSS	absent	
SDARS	Present	
Suspension Configuration Front	Normal Duty	
FFCM HMI Setting	Level1(Base)	
DAB	absent	
DRL	absent	
Compas Module	Present	
HVAC PROXI	in use	
Special Package	UF Default	
HVAC Type	Automatic	
Rear Heated Window	Present	
Front Fog Lights Dropout	Present	
AMP PROXI	not in use	
CSWM	Present	
DDM PROXI	in use	
TCM	Present	
Cluster Display Type	TFTColor Display	
Microphone Type	type 1	
DAB Disable	Enabled	
Smart Wiper Motor	Present	
IPC	Present	
Trunk Door	Present	
Automatic Reset Trip B Menu	absent	
Seat Material	Leather	
HVAC	Present	
FOB Safe	Present	
Shifter Type	5 pos Rotary Eshifter PRNDS/ TYPE_RES5S	
Digital Clock	Present	
RKE	Present	
Washer Fluid Sensor	Present	
Sound Horn Remote Start Menu	absent	
Hill Holder System	Present	
Stop And Start	absent	
EC Mirror	Present	
ABS	Present	
Driver Side	Left Side	
Phase Diversity	absent	
Power Door Locks	Present	
Dual Fuel Sensor	Present	
Auto Unlock Strategy	Present	
RFH	Present	
AM/FM Antenna Type	Present	
ABS Function - Park Assist	absent	
PCM	Present	

Disable CD Eject	absent	
Memory System	absent	
GPS	Present	
CSWM PROXI	in use	
Rear Parking Lights Type	LEDs	
LBSS PROXI	not in use	
Temperature Display	Present	
BCM PROXI	in use	
ASMB LIN Module	Present	
Parking Brake Type	type 1	
Front Passenger Seat Bin	absent	
Tire Circumference	82	inch
DTCM PROXI	in use	
Sunroof	absent	
RADIO PROXI	not in use	
Passive Entry	Present	
Passive Entry Menu	absent	
Tcase Low Ratio	NOT-DEFINED	Ratio
DRL dropout	absent	
TIP Start	Present	
Heated Seats	Front seats	
Headlamp Delay Feature	Present	
Heated Mirrors	Present	
SCCM PROXI	in use	
Keyless Go	Present	
PAM Configuration	Not used	
RBSS	absent	
Radio/RRM	absent	
PROXI Length	136	None
Xenon Headlamps	absent	
Twilight Sensor	Present	
Model Year	2015	
DRL Menu Enable	Enabled	
Drive Train Type	Single Speed AWD	
ABS PROXI	in use	
Front Fog Lights	Present	
PCM PROXI	in use	
Final Ratio	Type5 = 3.251 (EP2/ATX)	
Ambient Dimmer Switch	Present	
Forward Collision Mitigation	absent	
CRVMM	Present	
Remote Start	Present	
PDM	Present	
Brand	Chrysler	

Combined Rear Lighting	Present	
Hood Ajar Switch	Present	
Humidity Sensor	Present	
FFCM PROXI	not in use	
Bi-functional Headlamp Shutters	Present	
ORC	Present	
EPS	Present	
PAM	absent	
Tire Pressure Monitoring System	Present	
Proxi	PROXI Ok	
Remote Control Key	remote control key PRESENT	
Alarm	Present	
Blinking	Blinking at CDL ENABLED	
Logistic Mode	Customer Mode	
FOBIK-Safe Alert On Auth System Fault	Enable	
Throttle Position Threshold	12	degrees
FOBIK-Safe Alert No Reply	Enable	
Fobik -Safe Alert Search Timeout	Enable	
Relock Timeout Value	60	sec
Vehicle Moving Threshold	24	KPH
Driver Door Ajar Present	Digital	
Driver Redundant Door Ajar Present	Not Present	
Rear Door Ajar Present	Digital	
Rear Access Point Ajar Present	Digital	
Hood Ajar Present	Analog	
Passenger Door Ajar Present	Digital	
Alarm Audible Enable Disable	Enable	
Alarm Optical Enable Disable	Enable	
Audible Alarm Retrigger Count	0	events
Stop/Turn Lamp Output Voltage(Turnlights)	13.0	V
Headlamp Shutter	Present	
DRL Lamp Location(mainlights)	Low Beam	
PWM LED Tail Lamp Voltage(mainlights)	13.0	V
Park Lamp Output Voltage(Turnlights)	13.0	V
Auto Headlamp Thresholds OFF	2.55	V
Low Beam Regulated Voltage(mainlights Halogen Lamp only)	13.0	V
High Beam Regulated Voltage(mainlights)	13.0	V
Front Park/Turn Voltage	78	%
DRL Lamp Voltage-LT(mainlights)	10.9	
Auto Headlamp Thresholds ON	3.33	V
Combined Rear Lighting	Present	
DRL Lamp Voltage-RT(mainlights)	10.9	
Follow Me Home	absent	
Combined Front Park/Turn	absent	

Lock the BCM	Locked
Wiper Service Position Enable	Enable
Minikrypt Key	Programmed

ABS CONFIGURATION

NAME	VALUE	UNITS
Engine Type	Type11 (V6, 3.6L (GAS) Phoenix VVT (E85) (ERB))	
BSM FNCT 4	absent	
Suspension Configuration Rear	type 1	
Brake Type Variant	Invalid	
Gear Box Type Variant	Type 7	
AWD Selector	absent	
Tcase High Ratio	type 1	
BSM FNCT 3	absent	
Forward Collision Mitigation	absent	
Selec Speed Control Feature	absent	
Tcase Low Ratio	0.00	No Unit
Suspension Configuration Front	type 1	
BSM FNCT 5	Present	
Electronic Brake System Type Variant	Type 0	
Hydraulic System Type	Type 0	
Gear Box Type	Type 0	
BSM FNCT 6	absent	
Fuel Type	type 1	
BSM FNCT 1	absent	
BSM FNCT 7	absent	
Parking Brake Type	type 1	
Drive Style Selector	Type 0	
BSM FNCT 2	absent	
BSM FNCT 0	Present	
Adaptive Cruise Control	Type 0	
Drive Type Variant	type 2	
Axle Ratio	0.00	No Unit
Tyre Size	82	inch

HVAC CONFIGURATION

NAME	VALUE	UNITS
Auto Recirculation	Present	
Climate Zone(s)	2 zone	
Driver Side	Left Side	
Front Defrost	Present	
Evaporator Sensor	Present	
Sky Slider Roof	Present	
Climate Type	Automatic	

Stop/Start	absent	
Remote Start	Present	
Ambient Temperature Sensor	Present	
Logistic Mode	Present	
Cabin Heater(s)	absent	
Open Roof (Sunroof)	absent	
Humidity Sensor	Present	
Fuel Type	Gasoline	
TIP Start	Present	
Engine Type	Type11 (V6, 3.6L (GAS) Phoenix VVT (E85) (ERB))	
Rear Heated Window	Present	
Dual Zone ATC	True	
Single Zone MTC Touchscreen	False	
Twilight Sensor	True	
Single Zone MTC No Touchscreen	False	

CSWM CONFIGURATION

NAME	VALUE	UNITS
Stop Start Feature	absent	
Wheel Material	Full Leather	
Vented Seats	absent	
Steering Wheel	absent	
Heated Seat Variant	Front seats	
Seat Material	Leather	
Remote Start	Present	
Driver Side	Left Side	
Proxi Seat Type - Base Leather	True	
Proxi Seat Type - Cloth	False	
Hardware Heated Steering Wheel Present	False	
Proxi Wheel Type - Leather Only	True	
Proxi Heated Steering Wheel Present	False	
Proxi Front Heated Seats Present	True	
Proxi Seat Type - Perforated Leather	False	
Proxi Rear Heated Seats Present	False	
Hardware Rear Heated Seats Present	False	
Proxi Front Vented Seats Present	False	
Hardware Front Heated Seats Present	True	
Hardware / PROXI Mismatch	Programmed OK	
Proxi Wheel Type - Wood/Leather	False	
Hardware Front Vented Seats Present	False	

RFH CONFIGURATION

NAME	VALUE	UNITS
Hardware Configuration: RFH Type	High End RFHM System	

Hardware Configuration: Remote Start Antenna Connector	Present	
Hardware Configuration: Left Front Handle	Serial AP	
Hardware Configuration: Trunk Door Handle	Simple Switch AP	
Hardware Configuration: Clutch Input	Not Present	
Hardware Configuration: Right Rear Handle	No AP	
Hardware Configuration: Left Rear Handle	No AP	
Hardware Configuration: ESCL	Not Present	
Hardware Configuration: Right Front Handle	Serial AP	
Number Of TPMS Sensors	4 Sensors	
Hardware Configuration: Left Front Handle - Present / No present	Programmed	
Hardware Configuration: Right Front Handle - Present / No present	Programmed	
Front Axle Nominal Tire Pressure	38.0045	PSI
Rear Axle Nominal Tire Pressure	38.0045	PSI

DTCM CONFIGURATION

NAME	VALUE	UNITS
2 Speed	False	

OCM CONFIGURATION

NAME	VALUE	UNITS
Seat Material Type	Leather	
Vehicle Line	UF	
Front Passenger Seat Bin	absent	
Country Code	United States of America	
Front Bench Seat Status	absent	

EPB CONFIGURATION

NAME	VALUE	UNITS
Parking Brake Type	Type1	
Wheelbase	type 3 (D-sedan)	
Tire Size	82	inch
Brake Type Variant	FWD & AWD ("large" brake pkg with 14mm NAO lining)	
Model Year	2015	Year
Vehicle Line Configuration	UF	
Tcase High Ratio	Tcase Hi ratio 1:1	
Axle Ratio	3251	Ratio
Drive Type Variant	Single Speed AWD	
Gear Box Type	ATX	
Stop And Start	absent	
Electronic Brake System Type Variant	VDC + Hill Holder + ASR	
Final Ratio	Type5 = 3.246 (EP2/ATX)	
Drive Style Selector	absent	
Engine Type	Type11 (V6, 3.6L (GAS) Phoenix VVT (E85) (ERB))	
Gear Box Type Variant	9HP48/948TE 2WD/AWD	

DDM CONFIGURATION

NAME	VALUE	UNITS
Driver Side	Left Side	
Heated Mirror	Present	
RBSS	absent	
Number Of Doors	4 Doors	
Memory System	absent	
LBSS	absent	
Model Year	2015	Year
Exterior Mirror Turn Signal	Present	
Power Fold Mirror	absent	
Car Shape Configuration	Sedan	
Country Code	United States of America	
Vehicle Line Configuration	UF	
EC Mirror	False	
Heated Mirrors	True	
Door courtesy lamps	False	
Ambient Temperature Sensor feature enable	False	
Mirror approach lights	False	
Map Pocket LED (Ambient Lights)	True	
Blindspot mirrors	False	
Sun Shade	False	
Power Folding Mirrors	False	
Global Down	False	
Tow mirror	False	
Mirrors Contain Signal Lamps	True	
Memory feature available	False	
Window express feature enable	True	
Door Handle LED (Ambient Lights)	True	
Global Up	False	

PDM CONFIGURATION

NAME	VALUE	UNITS
Number Of Doors	4 Doors	
Exterior Mirror Turn Signal	Present	
Driver Side	Left Side	
Heated Mirror	Present	
Power Fold Mirror	absent	
LBSS	absent	
Vehicle Line Configuration	UF	
Model Year	2015	Year
RBSS	absent	
Country Code	United States of America	
Memory System	absent	

Car Shape Configuration	Sedan	
Mirror approach lights	False	
Ambient Temperature Sensor feature enable	False	
Tow mirror	False	
Sun Shade	False	
Door Handle LED (Ambient Lights)	True	
Heated Mirrors	True	
Global Down	False	
Map Pocket LED (Ambient Lights)	True	
Window express feature enable	True	
Door courtesy lamps	False	
Blindspot mirrors	False	
Memory feature available	False	
EC Mirror	False	
Global Up	False	
Mirrors Contain Signal Lamps	True	
Power Folding Mirrors	False	

RADIO CONFIGURATION

NAME	VALUE	UNITS
Satellite Subscription ID	BY9W54CY	
Subscription Status	Suspend Alert	
NAV Activation Request Code	—	
Navigation Active	True	
Application Framework	True	
Internal CD Player	False	
Cellular	False	
Wi-Fi	False	
FM Diversity	False	
SDARS	True	
Bluetooth	True	



VEHICLE SCAN REPORT

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

Odometer 25043.9 miles
Publication Date Jun 30, 2020, 1:55:37 PM

ECU SUMMARY INFO

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

HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1		2C4RC1	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1		2C4RC1	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1		2C4RC1	04672786AB
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1		2C4RC1	05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD	2C4RC1		2C4RC1	68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AM	2C4RC1		2C4RC1	05190240AM
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1		2C4RC1	05185047AD
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1		2C4RC1	68316174AB
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1		2C4RC1	68405948AA
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1		2C4RC1	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AM	2C4RC1		2C4RC1	05190241AM
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1		2C4RC1	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1		2C4RC1	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA			2C4RC1	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	91 04 01	4459	C461C211
ICS	USA	0F 0C 00	11 16 00	4400	
RFH	USA / USA	10 17 00	12 18 00	4A00	
ESM	USA / USA	0F 24 00	12 02 FF	4402	
ORC	USA / USA	11 1F 00	11 27 00	4301	
EPS	USA / USA	12 02 03	11 15 01	4502	
ANC	USA	0F 05 01	12 1A 01	4210	
HVAC	USA	0E 09 00	11 29 01	4401	
DDM	USA / USA	11 30 00	17 42 00	4102	
PDM	USA	11 30 00	17 42 00	4102	
DMRL	USA / USA	10 0B 00	12 0C 00	4201	
DMRR	USA / USA	10 0B 00	12 0C 00	4201	
PSDML	USA / USA	10 17 00	11 2D 10	4001	
PSDMR	USA / USA	10 17 00	11 2D 10	4001	
PLGM	USA	17 19 00	18 22 00	4202	
IPC	USA / USA	12 0A 00	12 10 00	4704	
PTS	USA	0E 32 00	12 1F 00	4311	
SCCM	USA	0E 30 00	10 2B 00	4301	
BCM	USA	0D 11 00	12 0B 90	4415	

HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	12 21 24	12 21 24	8205	
OCM	USA / USA	11 1F 01	0E 2F 02	4030	
HVACR	USA	0E 09 00	10 03 02	4301	
LBSS	USA / USA	11 30 02	12 0D 00	4202	
RBSS	USA / USA	11 30 02	12 0D 00	4202	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	12 07 04	4005	FEDBFE12
HCP	USA	11 1D 07	12 20 01	4004	6C36848E 5412B2DD 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
DSM	USA / USA	11 16 00	11 15 00	4000	
RCCC	USA	0F 1D 00	11 25 00	4000	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	12 20 01	4000	
EBBM	USA	0E 19 02	11 18 14	4000	BBFD096B
ABSO	USA	0E 15 02	11 0B 16	4201	A1B31723
SGW		5	564	4102	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P050A	Cold Start Idle Air Control System Performance	Stored
PCM	P1D83	Implausible Engine Oil Temperature Signal Received	Pending
HVAC	B10EB-00	Blower Power Module-	Stored
IPC	U0401-00	Implausible Data Received From ECM/PCM "A"-	Stored
RADIO	B280B-00	NTSC Video Input-	Stored
HCP	P1444-00	Power Inverter Module - Incorrect Control Mode-	Stored
HCP	P061B-00	Internal Control Module Torque Calculation Performance-	Stored
HCP	P062C-00	Internal Control Module Vehicle Speed Performance-	Stored
HCP	P079B-00	Transmission Friction Element 2 Slip Detected-	Active
HCP	P0A2F-00	Drive Motor A Over Temperature-	Stored
HCP	P0A35-00	Drive Motor B Over Temperature-	Stored
HCP	P0A4A-00	Drive Motor B Position Sensor 1 Circuit Overspeed-	Stored
HCP	P0A7D-00	Hybrid Battery Pack State of Charge Low-	Stored
HCP	P0C1A-00	Drive Motor B Torque Delivered Performance-	Stored
HCP	P0C2F-00	Internal Control Module Drive Motor/Generator - Engine Speed Sensor Performance-	Stored
HCP	P1C68-00	Hybrid Perf - Engine Speed Above Target Idle Speed During Autostop-	Stored
HCP	P1E18-00	Internal Control Module Electronic Park Performance-	Stored
HCP	P215B-00	Vehicle Speed - Output Shaft Speed Correlation-	Stored
HCP	P26C3-00	Internal Control Module Electronic Shifter Performance-	Stored

ENVIRONMENTAL DATA SUMMARY

PCM | P050A | STORED | COLD START IDLE AIR CONTROL SYSTEM PERFORMANCE

NAME	VALUE	UNITS
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DTC	05 0A	
DTC Readiness Flag	Not Complete	
DTC Storage State	Stored	
Warning Indicator Request State	On	
Number of DTC	1	
Odometer	24994.0	miles
Ignition Key Cycles	13	
Accumulation Timer	2	minutes
Key Cycles Since DTC Last Set Counter	14	
Good Trip Counter	0	
Starts Since Set Counter	12	
Warm Up Cycles	0	

PCM | P1D83 | PENDING | IMPLAUSIBLE ENGINE OIL TEMPERATURE SIGNAL RECEIVED

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

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

NAME	VALUE	UNITS
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Test Failed	False	
Warning Indicator Requested	False	
Occurrence flag	Error	
Original Odometer Value	25044	miles
Most Recent Odometer Value	25044	miles
Ignition Cycle Counter	21	
Frequency Counter	2	

IPC | U0401-00 | STORED | IMPLAUSIBLE DATA RECEIVED FROM ECM/PCM "A"-

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	FF	
Occurrence flag	Occurrence	
Most Recent Odometer Value	25044	miles
Original Odometer Value	25044	miles
Ignition Cycle Counter	15	
Frequency Counter	1	

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

NAME	VALUE	UNITS
Warning Indicator Requested	False	
Confirmed DTC	True	
TestFailedThisMonitoringCycle	False	
Test Not Completed This Monitoring Cycle	False	
DTCTable	A8 0B 00	
Pending DTC	False	
DTCExtendedDataRecordNumber	FF	
TestFailed	False	
Reserved	Reserved	
RDI \$6080	60 80	
Event Counter	58	
Occurance Flag	Occurrence	
Frequency Counter	255	
Ignition Counter	9	
Most Recent Odometer Value	24934	miles
Original Odometer Value	21276	miles

HCP | P1444-00 | STORED | POWER INVERTER MODULE - INCORRECT CONTROL MODE-

NAME	VALUE	UNITS
DTC	14 44 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	

Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag		
Brake Switch Status		
Ignition State		
PRND Position Display		
Propulsion System Active		
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
HCP System Shutdown Command		
SW Build Release Version		
HCP SW Version		
HV Contactor Status		
EPT LOC Diag Enable		
APM Status		
Impact Event		
OBCM Operating Mode		
J1772 Prox Detected State		
Hybrid System State		
PHEV Charging Status		
Most Recent Odometer Value		miles
Frequency Counter		
RAM stamps keyOn		sec
Real time clock		sec
Ignition Cycle Counter		
Original Odometer Value		miles
RAM Stamps		Min
Accelerator Pedal Position		%
Engine Speed		rpm
HV Battery SOC		%
Vehicle Speed		MPH
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
Barometric Pressure		PSI
Engine Coolant Temperature		°F
Internal EPS Voltage Sense B		Volts
Internal EPS Voltage Sense A		Volts
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
Actual Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs

Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor B Resolver Angle		Degree
Motor A Resolver Angle		Degree
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
HV Battery Voltage from BPCM		Volts
Outside Air Temperature		°F
HV Battery Sleep Time		Days
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 2 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
Distance Travelled with Light ON		miles
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
GPS Date - Year		Year
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | P061B-00 | STORED | INTERNAL CONTROL MODULE TORQUE CALCULATION PERFORMANCE-

NAME	VALUE	UNITS
DTC	06 1B 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	

Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
Ignition State	Reserved	
Propulsion System Active	False	
PRND Position Display	N	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Determine Hybrid System State	
PHEV Charging Status	No Charging	
Original Odometer Value	25043.9	miles
Most Recent Odometer Value	25043.9	miles
Ignition Cycle Counter	0	
Frequency Counter	4	
Real time clock	47891976	sec
RAM stamps keyOn	30	sec
RAM Stamps	244201	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	89	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	99	°F
Motor B Temp Sensor	104	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	86	°F
Internal EPS Voltage Sense A	7.848	Volts
Internal EPS Voltage Sense B	7.920	Volts
Motor A Torque	0.092	Ft-Lbs
Motor B Torque	-13.459	Ft-Lbs
Actual Torque - Motor B	-13.459	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Actual Torque - Motor A	0.092	Ft-Lbs

Available Motor 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
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	220	AMP
Motor B - Inverter Current - phase A	-76	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase C	-152	AMP
Motor B Resolver Angle	292	Degree
Motor A Resolver Angle	160	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	7975.0	rpm
PIM DC Link Voltage - B	273	Volts
PIM DC Link Voltage - A	273	Volts
HV Battery Voltage from BPCM	273.00	Volts
Outside Air Temperature	89.6	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	13.176	Volts
Battery Feed Voltage 2 Sense	13.104	Volts
Battery Feed Voltage 3 Sense	13.032	Volts
Inverter A IGBT Temperature for phase A	106	°F
Inverter A IGBT Temperature for phase B	106	°F
Inverter A IGBT Temperature for phase C	106	°F
Inverter B IGBT Temperature for phase A	109	°F
Inverter B IGBT Temperature for phase B	109	°F
Inverter B IGBT Temperature for phase C	108	°F
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms

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

NAME	VALUE	UNITS
DTC	06 2C 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	

Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	SNA	
PHEV Charging Status	No Charging	
Original Odometer Value	25043.6	miles
Most Recent Odometer Value	25043.9	miles
Ignition Cycle Counter	0	
Frequency Counter	8	
Real time clock	47891972	sec
RAM stamps keyOn	15	sec
Accelerator Pedal Position	0	%
RAM Stamps	244201	Min
Engine Speed	0	rpm
HV Battery SOC	89	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	99	°F
Barometric Pressure	14	PSI
Motor B Temp Sensor	95	°F
Engine Coolant Temperature	86	°F
Internal EPS Voltage Sense A	7.848	Volts
Internal EPS Voltage Sense B	7.920	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-14.841	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	-14.841	Ft-Lbs

Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	-20	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase B	-192	AMP
Motor B - Inverter Current - phase C	208	AMP
Motor B Resolver Angle	88	Degree
Motor A Resolver Angle	168	Degree
Electric Motor A Speed	7.0	rpm
Electric Motor B Speed	14995.0	rpm
PIM DC Link Voltage - A	379	Volts
PIM DC Link Voltage - B	379	Volts
HV Battery Voltage from BPCM	378.90	Volts
Outside Air Temperature	89.6	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	13.536	Volts
Battery Feed Voltage 2 Sense	13.464	Volts
Battery Feed Voltage 3 Sense	13.392	Volts
Inverter A IGBT Temperature for phase A	106	°F
Inverter A IGBT Temperature for phase B	106	°F
Inverter B IGBT Temperature for phase A	108	°F
Inverter A IGBT Temperature for phase C	106	°F
Inverter B IGBT Temperature for phase B	108	°F
Inverter B IGBT Temperature for phase C	108	°F
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds

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

NAME	VALUE	UNITS
DTC	07 9B 00	
Test Failed	True	
Test Failed This Operation Cycle	True	

Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
Propulsion System Active	False	
PRND Position Display	N	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Reserved	
PHEV Charging Status	No Charging	
Original Odometer Value	25043.9	miles
Most Recent Odometer Value	25043.9	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	47649728	sec
RAM stamps keyOn	8655	sec
Accelerator Pedal Position	0	%
RAM Stamps	243958	Min
Engine Speed	5018	rpm
HV Battery SOC	25	%
Motor A Temp Sensor	340	°F
Motor B Temp Sensor	372	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	216	°F
Internal EPS Voltage Sense A	7.704	Volts
Internal EPS Voltage Sense B	7.848	Volts
Vehicle Speed	51.0641	MPH
Motor B Torque	-6.914	Ft-Lbs
Motor A Torque	0.000	Ft-Lbs
Actual Torque - Motor B	-6.914	Ft-Lbs

Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	19.266	Ft-Lbs
Available Motor Torque - Motor B	15.395	Ft-Lbs
Available Regen Torque - Motor A	-19.266	Ft-Lbs
Available Regen Torque - Motor B	-15.395	Ft-Lbs
Commanded Torque - Motor A	19.266	Ft-Lbs
Commanded Torque - Motor B	14.288	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	56	AMP
Motor B - Inverter Current - phase B	-176	AMP
Motor B - Inverter Current - phase C	116	AMP
Motor B Resolver Angle	98	Degree
Motor A Resolver Angle	146	Degree
Electric Motor A Speed	14314.0	rpm
PIM DC Link Voltage - A	339	Volts
Electric Motor B Speed	-10470.0	rpm
PIM DC Link Voltage - B	339	Volts
HV Battery Voltage from BPCM	339.10	Volts
Outside Air Temperature	86.0	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	13.032	Volts
Battery Feed Voltage 2 Sense	13.032	Volts
Battery Feed Voltage 3 Sense	12.960	Volts
Inverter A IGBT Temperature for phase A	109	°F
Inverter A IGBT Temperature for phase B	106	°F
Inverter A IGBT Temperature for phase C	106	°F
Inverter B IGBT Temperature for phase A	109	°F
Inverter B IGBT Temperature for phase B	108	°F
Inverter B IGBT Temperature for phase C	109	°F
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms

HCP | P0A2F-00 | STORED | DRIVE MOTOR A OVER TEMPERATURE-

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

Confirmed DTC	True	
Test Failed	False	
DTC	0A 2F 00	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag		
Test Not Completed Since Last Clear	False	
Warning Indicator Requested	False	
PHEV Charging Status		
Brake Switch Status		
PRND Position Display		
Propulsion System Active		
Ignition State		
Motor A Phase U Cross Conduction Fault - High-Side		
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side		
Motor A Phase U Thermal Shutdown Fault - High-Side		
Motor A Phase U Thermal Warning Fault - High-Side		
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side		
Motor A Phase U Over Current Fault - High-Side		
Motor A Phase U Over Current Fault - Low-Side		
Motor A Phase U Short Fault - High-Side		
Motor A Phase V Short Fault - High-Side		
Motor A Phase U Short Fault - Low-Side		
Motor A Phase U Thermal Shutdown Fault - Low-Side		
Motor A Phase U SPI Error Fault - Low-Side		
Motor A Phase U Thermal Warning Fault - Low-Side		
Motor A Phase U Cross Conduction Fault - Low-Side		
Motor A Phase U Hardware Error Fault - High-Side		
Motor A Phase U SPI Error Fault - High-Side		
Motor A Phase U Hardware Error Fault - Low-Side		
Motor A Phase V Over Current Fault - High-Side		
Motor A Phase V Thermal Warning Fault - High-Side		
Motor A Phase V Thermal Shutdown Fault - High-Side		
Motor A Phase V Cross Conduction Fault - High-Side		
Motor A Phase V SPI Error Fault - High-Side		
Motor A Phase V Hardware Error Fault - High-Side		
Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side		
Motor A Phase V Comm Error Low Voltage Regulator Fault - High-Side		
Motor A Phase V Over Current Fault - Low-Side		
Motor A Phase V Thermal Warning Fault - Low-Side		
Motor A Phase V Thermal Shutdown Fault - Low-Side		
Motor A Phase V Short Fault - Low-Side		
Motor A Phase V Cross Conduction Fault - Low-Side		
Motor A Phase V Hardware Error Fault - Low-Side		

Motor A Phase V SPI Error Fault - Low-Side		
Motor A Phase W Over Current Fault - High-Side		
Motor A Phase W Thermal Warning Fault - High-Side		
Motor A Phase W Thermal Shutdown Fault - High-Side		
Motor A Phase W Cross Conduction Fault - Low-Side		
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side		
Motor A Phase W SPI Error Fault - High-Side		
Motor A Phase W Short Fault - High-Side		
Motor A Phase W Thermal Warning Fault - Low-Side		
Motor A Phase W Thermal Shutdown Fault - Low-Side		
Motor A Phase W Comm Error Low Voltage Regulator Fault - Low-Side		
Motor A Phase W Over Current Fault - Low-Side		
Motor A Phase W Hardware Error Fault - High-Side		
Motor A Phase W Short Fault - Low-Side		
Motor A Phase W SPI Error Fault - Low-Side		
Motor A Phase W Hardware Error Fault - Low-Side		
Hybrid System State		
HV Contactor Status		
Inverter B Status Feedback		
CBC Wake-Up Input		
HCP ePT Wake-Up Output		
EPT LOC Diag Enable		
Impact Event		
HCP System Shutdown Command		
APM Status		
J1772 Prox Detected State		
Inverter Status Feedback		
Commanded Inverter A State		
OBCM Operating Mode		
Motor A Phase U Over Voltage Fault VH - High-Side		
Motor A Phase U Under Voltage Fault VH - High-Side		
Motor A Phase U Over Voltage Fault VL - High-Side		
Motor A Phase U Over Voltage Fault VDD - High-Side		
Motor A Phase U Over Voltage Fault VL - Low-Side		
Motor A Phase U Under Voltage Fault VL - Low-Side		
Motor A Phase U Under Voltage Fault VDD - High-Side		
Motor A Phase U Under Voltage Fault VL - High-Side		
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side		
Motor A Phase U Over Voltage Fault VDD - Low-Side		
Motor A Phase U Over Voltage Fault VH - Low-Side		
Motor A Phase U Under Voltage Fault VH - Low-Side		
Motor A Phase V Over Voltage Fault VH - High-Side		
Motor A Phase V Under Voltage Fault VH - High-Side		
Motor A Phase V Over Voltage Fault VL - High-Side		

Motor A Phase U Under Voltage Fault VDD - Low-Side		
Motor A Phase V Over Voltage Fault VDD - High-Side		
Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side		
Motor A Phase V Over Voltage Fault VL - Low-Side		
Motor A Phase V Under Voltage Fault VL - Low-Side		
Motor A Phase V Over Voltage Fault VDD - Low-Side		
Motor A Phase V Under Voltage Fault VDD - High-Side		
Motor A Phase V Under Voltage Fault VL - High-Side		
Motor A Phase V Comm Error High Voltage Regulator Fault - Low-Side		
Motor A Phase V Over Voltage Fault VH - Low-Side		
Motor A Phase V Under Voltage Fault VH - Low-Side		
Motor A Phase W Cross Conduction Fault - High-Side		
Motor A Phase W Over Voltage Fault VH - High-Side		
Motor A Phase W Under Voltage Fault VH - High-Side		
Motor A Phase W Over Voltage Fault VL - High-Side		
Motor A Phase V Under Voltage Fault VDD - Low-Side		
Motor A Phase W Over Voltage Fault VDD - High-Side		
Motor A Phase W Under Voltage Fault VDD - High-Side		
Motor A Phase V Comm Error Low Voltage Regulator Fault - Low-Side		
Motor A Phase W Over Voltage Fault VH - Low-Side		
Motor A Phase W Under Voltage Fault VH - Low-Side		
Motor A Phase W Over Voltage Fault VL - Low-Side		
Motor A Phase W Under Voltage Fault VL - Low-Side		
Motor A Phase W Over Voltage Fault VDD - Low-Side		
Motor A Phase W Comm Error High Voltage Regulator Fault - High-Side		
Motor A Phase W Under Voltage Fault VL - High-Side		
Motor A Phase W Under Voltage Fault VDD - Low-Side		
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side		
Inverter A Status Feedback		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
RAM stamps keyOn		sec
RAM Stamps		Min
Real time clock		sec
Actual Torque - Motor A		Ft-Lbs
Vehicle Speed		MPH
Engine Speed		rpm
Available Motor Torque - Motor A		Ft-Lbs
Electric Motor A Speed		rpm
HV Battery SOC		%
Motor A - Inverter Current - phase A		AMP
Accelerator Pedal Position		%

Engine Coolant Temperature		°F
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Barometric Pressure		PSI
Battery Feed Voltage 3 Sense		Volts
Motor A Resolver Supply Voltage Value		Volts
Passive Pump Coolant Temp In Sensor		°F
Low Temp Active Pump Speed		rpm
Inverter A Input DC Current		AMP
Battery Feed Voltage 2 Sense		Volts
PIM DC Link Voltage - A		Volts
Outside Air Temperature		°F
PIM DC Link Voltage - B		Volts
High Temp Aux Pump - Actual Speed		rpm
Internal EPS Voltage Sense B		Volts
Internal EPS Voltage Sense A		Volts
Available Motor Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Motor B - Inverter Current - phase B		AMP
Actual Torque - Motor B		Ft-Lbs
Battery Feed Voltage 1 Sense		Volts
Commanded Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
Motor B - Inverter Current - phase A		AMP
Motor A Resolver Angle		Degree
Motor B - Inverter Current - phase C		AMP
Inverter A IGBT Temperature for phase A		°F
HV Battery Voltage from BPCM		Volts
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Motor B Resolver Angle		Degree
Electric Motor B Speed		rpm
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase C		°F
Motor B Torque		Ft-Lbs
Distance Travelled with Light ON		miles
HV Battery Sleep Time		Days
Motor A Resolver Angle		Degree
Motor A Torque		Ft-Lbs
GPS Date - Year		Year

Motor A Temp Sensor		°F
ECU Time - Milliseconds		ms
UTC Time - Minutes		
GPS Date - Day		Days
UTC Time - Seconds		seconds
GPS Date - Month		
UTC Time - Hours		Hours

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

NAME	VALUE	UNITS
Test Failed	False	
DTC	0A 35 00	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Pending DTC	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	False	
Test Not Completed Since Last Clear	False	
Occurrence flag		
Test Not Completed This Operation Cycle	False	
Brake Switch Status		
PHEV Charging Status		
Ignition State		
PRND Position Display		
Propulsion System Active		
Commanded Inverter B State		
Inverter B Status Feedback		
Motor B Phase U Cross Conduction Fault - High-Side		
Motor B Phase U Thermal Warning Fault - High-Side		
Motor B Phase U Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase U Thermal Shutdown Fault - High-Side		
Motor B Phase U Short Fault - High-Side		
Motor B Phase U Short Fault - Low-Side		
Motor B Phase U Hardware Error Fault - High-Side		
Motor B Phase U Cross Conduction Fault - Low-Side		
Motor B Phase U Over Current Fault - Low-Side		
Motor B Phase U SPI Error Fault - High-Side		
Motor B Phase U Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase U Thermal Warning Fault - Low-Side		
Motor B Phase U Thermal Shutdown Fault - Low-Side		
Motor B Phase U SPI Error Fault - Low-Side		
Motor B Phase U Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase V Short Fault - High-Side		
Motor B Phase V Cross Conduction Fault - High-Side		

Motor B Phase U Hardware Error Fault - Low-Side		
Motor B Phase V Over Current Fault - High-Side		
Motor B Phase V Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase V Thermal Warning Fault - High-Side		
Motor B Phase V Thermal Shutdown Fault - High-Side		
Motor B Phase V Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase V Cross Conduction Fault - Low-Side		
Motor B Phase V Hardware Error Fault - High-Side		
Motor B Phase V SPI Error Fault - High-Side		
Motor B Phase V Thermal Shutdown Fault - Low-Side		
Motor B Phase V Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase V Over Current Fault - Low-Side		
Motor B Phase V Short Fault - Low-Side		
Motor B Phase V Thermal Warning Fault - Low-Side		
Motor B Phase V Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase V SPI Error Fault - Low-Side		
Motor B Phase V Hardware Error Fault - Low-Side		
Motor B Phase W Cross Conduction Fault - High-Side		
Motor B Phase W Short Fault - High-Side		
Motor B Phase W Over Current Fault - High-Side		
Motor B Phase W Thermal Warning Fault - High-Side		
Motor B Phase W Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase W Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase W SPI Error Fault - High-Side		
Motor B Phase W Hardware Error Fault - High-Side		
Motor B Phase W Cross Conduction Fault - Low-Side		
Motor B Phase W Short Fault - Low-Side		
Motor B Phase W Over Current Fault - Low-Side		
Motor B Phase W Thermal Warning Fault - Low-Side		
Motor B Phase W Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase W Thermal Shutdown Fault - Low-Side		
Motor B Phase W Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase W Hardware Error Fault - Low-Side		
Motor B Phase W SPI Error Fault - Low-Side		
Hybrid System State		
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
EPT LOC Diag Enable		
HV Contactor Status		
APM Status		
Impact Event		
HCP System Shutdown Command		
J1772 Prox Detected State		
OBCM Operating Mode		

Motor B Phase U Over Current Fault - High-Side		
Motor B Phase U Under Voltage Fault VH - High-Side		
Motor B Phase U Over Voltage Fault VL - High-Side		
Motor B Phase U Over Voltage Fault VH - High-Side		
Motor B Phase U Over Voltage Fault VDD - High-Side		
Motor B Phase U Under Voltage Fault VL - High-Side		
Motor B Phase U Under Voltage Fault VDD - High-Side		
Motor B Phase U Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase U Under Voltage Fault VH - Low-Side		
Motor B Phase U Over Voltage Fault VH - Low-Side		
Motor B Phase U Under Voltage Fault VL - Low-Side		
Motor B Phase U Over Voltage Fault VDD - Low-Side		
Motor B Phase V Over Voltage Fault VH - High-Side		
Motor B Phase V Under Voltage Fault VH - High-Side		
Motor B Phase U Under Voltage Fault VDD - Low-Side		
Motor B Phase V Over Voltage Fault VL - High-Side		
Motor B Phase V Under Voltage Fault VL - High-Side		
Motor B Phase V Over Voltage Fault VDD - High-Side		
Motor B Phase U Over Voltage Fault VL - Low-Side		
Motor B Phase V Under Voltage Fault VDD - High-Side		
Motor B Phase V Under Voltage Fault VH - Low-Side		
Motor B Phase V Over Voltage Fault VH - Low-Side		
Motor B Phase V Over Voltage Fault VDD - Low-Side		
Motor B Phase V Under Voltage Fault VDD - Low-Side		
Motor B Phase V Under Voltage Fault VL - Low-Side		
Motor B Phase V Over Voltage Fault VL - Low-Side		
Motor B Phase W Over Voltage Fault VH - High-Side		
Motor B Phase W Under Voltage Fault VH - High-Side		
Motor B Phase W Over Voltage Fault VL - High-Side		
Motor B Phase W Under Voltage Fault VL - High-Side		
Motor B Phase W Thermal Shutdown Fault - High-Side		
Motor B Phase W Over Voltage Fault VDD - High-Side		
Motor B Phase W Under Voltage Fault VDD - High-Side		
Motor B Phase W Over Voltage Fault VH - Low-Side		
Motor B Phase W Under Voltage Fault VH - Low-Side		
Motor B Phase W Over Voltage Fault VL - Low-Side		
Motor B Phase W Under Voltage Fault VDD - Low-Side		
Motor B Phase W Over Voltage Fault VDD - Low-Side		
Motor B Phase W Under Voltage Fault VL - Low-Side		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
RAM stamps keyOn		sec
RAM Stamps		Min

Ignition Cycle Counter		
Real time clock		sec
Accelerator Pedal Position		%
Engine Speed		rpm
HV Battery SOC		%
Vehicle Speed		MPH
Engine Coolant Temperature		°F
Barometric Pressure		PSI
Available Motor Torque - Motor B		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs
Inverter B Input DC Current		AMP
Electric Motor B Speed		rpm
Motor B Resolver Supply Voltage Value		Volts
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Internal EPS Voltage Sense B		Volts
Internal EPS Voltage Sense A		Volts
Battery Feed Voltage 2 Sense		Volts
Actual Torque - Motor A		Ft-Lbs
Battery Feed Voltage 3 Sense		Volts
Battery Feed Voltage 1 Sense		Volts
Available Regen Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase A		AMP
Motor B Temp Sensor		°F
Motor A - Inverter Current - phase C		AMP
Motor B Resolver Angle		Degree
Outside Air Temperature		°F
Motor A Temp Sensor		°F
Motor A Resolver Angle		Degree
HV Battery Voltage from BPCM		Volts
PIM DC Link Voltage - B		Volts
PIM DC Link Voltage - A		Volts
Inverter A IGBT Temperature for phase B		°F
Electric Motor A Speed		rpm
Inverter A IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F

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

HCP | P0A4A-00 | STORED | DRIVE MOTOR B POSITION SENSOR 1 CIRCUIT OVERSPEED-

NAME	VALUE	UNITS
DTC	0A 4A 00	
Confirmed DTC	True	
Test Failed	False	
Test Failed Since Last Clear	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Not Applied	
PRND Position Display	D	
Propulsion System Active	True	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
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 A Resolver to Digital Low Level Driver Faults	No fault	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	Propulsion System Active	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HV Contactor Status	Closed	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Buck CV	
HCP System Shutdown Command	Default	

Impact Event	False	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
J1772 Prox Detected State	Prox Out	
Original Odometer Value	25043.9	miles
RAM Stamps	244201	Min
Frequency Counter	4	
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
Most Recent Odometer Value	25043.9	miles
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
Motor B Temp Sensor	95	°F
Motor A Temp Sensor	99	°F
Vehicle Speed	0.0000	MPH
Motor A Resolver Angle Offset	2.80	Degree
Real time clock	47891972	sec
Engine Coolant Temperature	86	°F
Barometric Pressure	14	PSI
HV Battery SOC	89	%
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	13.968	Volts
Internal EPS Voltage Sense A	7.920	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor B Resolver Angle Offset	3.60	Degree
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Commanded Torque - Motor B	18.068	Ft-Lbs
Commanded Torque - Motor A	-14.196	Ft-Lbs
Actual Torque - Motor B	18.344	Ft-Lbs
Available Regen Torque - Motor B	-41.667	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	41.667	Ft-Lbs
Actual Torque - Motor A	-14.196	Ft-Lbs
Electric Motor A Speed	-11.0	rpm
Electric Motor B Speed	14832.0	rpm
Motor A - Inverter Current - phase C	28	AMP
Battery Feed Voltage 3 Sense	13.896	Volts
Motor B - Inverter Current - phase B	80	AMP
Motor B - Inverter Current - phase A	60	AMP
Motor A - Inverter Current - phase A	40	AMP
Battery Feed Voltage 1 Sense	14.040	Volts
PIM DC Link Voltage - A	377	Volts
Motor B Resolver Angle	272	Degree

Motor A - Inverter Current - phase B	-76	AMP
Outside Air Temperature	89.6	°F
Motor A Resolver Angle	62	Degree
Inverter A IGBT Temperature for phase A	104	°F
Motor B - Inverter Current - phase C	-152	AMP
Distance Travelled with Light ON	0	miles
PIM DC Link Voltage - B	376	Volts
HV Battery Voltage from BPCM	376.30	Volts
Motor A Torque	-14.196	Ft-Lbs
Inverter B IGBT Temperature for phase B	108	°F
Inverter A IGBT Temperature for phase C	104	°F
Inverter A IGBT Temperature for phase B	104	°F
HV Battery Sleep Time	0	Days
Inverter B IGBT Temperature for phase A	109	°F
Inverter B IGBT Temperature for phase C	109	°F
UTC Time - Hours	0	Hours
Motor B Resolver Angle	272	Degree
Motor A Resolver Angle	62	Degree
Motor B Torque	18.344	Ft-Lbs
UTC Time - Minutes	0	
GPS Date - Month	1	
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds
GPS Date - Year	0	Year
GPS Date - Day	1	Days

HCP | P0A7D-00 | STORED | HYBRID BATTERY PACK STATE OF CHARGE LOW-

NAME	VALUE	UNITS
DTC	0A 7D 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	True	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	

HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Original Odometer Value	25043.9	miles
Most Recent Odometer Value	25043.9	miles
Ignition Cycle Counter	0	
Frequency Counter	9	
RAM stamps keyOn	90	sec
Real time clock	47879992	sec
RAM Stamps	244063	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	16	%
Motor A Temp Sensor	79	°F
Motor B Temp Sensor	77	°F
Engine Coolant Temperature	73	°F
Barometric Pressure	14	PSI
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	8.064	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B Resolver Angle	248	Degree

Motor B - Inverter Current - phase C	0	AMP
Electric Motor A Speed	1.0	rpm
Motor A Resolver Angle	216	Degree
Electric Motor B Speed	0.5	rpm
PIM DC Link Voltage - A	335	Volts
HV Battery Voltage from BPCM	335.10	Volts
PIM DC Link Voltage - B	335	Volts
Outside Air Temperature	78.8	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.400	Volts
Battery Feed Voltage 2 Sense	14.328	Volts
Battery Feed Voltage 3 Sense	14.256	Volts
Inverter A IGBT Temperature for phase A	79	°F
Inverter A IGBT Temperature for phase B	79	°F
Inverter A IGBT Temperature for phase C	79	°F
Inverter B IGBT Temperature for phase A	79	°F
Inverter B IGBT Temperature for phase B	79	°F
Inverter B IGBT Temperature for phase C	79	°F
Distance Travelled with Light ON	0	miles
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

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

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	True	
DTC	0C 1A 00	
Pending DTC	True	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	
PRND Position Display	N	
Ignition State	Reserved	

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

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

Motor B Phase V Under Voltage Fault VDD - 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 Under Voltage Fault VL - High-Side	False	
Motor B Phase V Over Voltage Fault VDD - Low-Side	False	
Motor B Phase W Over Voltage Fault VDD - High-Side	False	
Motor B Phase W Under Voltage Fault VDD - High-Side	False	
Motor B Phase W Over Voltage Fault VH - Low-Side	False	
Motor B Phase W Under Voltage Fault VH - Low-Side	False	
Motor B Phase W Over Voltage Fault VL - Low-Side	False	
Motor B Phase W Over Voltage Fault VDD - Low-Side	False	
Motor B Phase W Thermal Shutdown Fault - High-Side	False	
Motor B Phase W Under Voltage Fault VDD - Low-Side	False	
Motor B Phase W Under Voltage Fault VL - Low-Side	False	
Original Odometer Value	25043.9	miles
Real time clock	47891972	sec
Most Recent Odometer Value	25043.9	miles
Frequency Counter	3	
RAM stamps keyOn	15	sec
Accelerator Pedal Position	0	%
Ignition Cycle Counter	0	
RAM Stamps	244201	Min
HV Battery SOC	89	%
Engine Speed	0	rpm
Barometric Pressure	14	PSI
Vehicle Speed	0.0000	MPH
Engine Coolant Temperature	86	°F
Actual Torque - Motor B	-13.274	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Electric Motor B Speed	14995.0	rpm
Motor B - Inverter Current - phase A	-228	AMP
Inverter B Input DC Current	0.0	AMP
Motor B - Inverter Current - phase B	100	AMP
Motor B - Inverter Current - phase C	128	AMP
Internal EPS Voltage Sense A	7.848	Volts
Battery Feed Voltage 2 Sense	13.824	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense B	7.920	Volts
Battery Feed Voltage 1 Sense	13.896	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Battery Feed Voltage 3 Sense	13.752	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs

Commanded Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Motor A Resolver Angle	236	Degree
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor A Temp Sensor	99	°F
Motor B Temp Sensor	95	°F
HV Battery Voltage from BPCM	390.80	Volts
Outside Air Temperature	89.6	°F
Electric Motor A Speed	26.5	rpm
Motor B Resolver Angle	8	Degree
PIM DC Link Voltage - A	391	Volts
PIM DC Link Voltage - B	391	Volts
Inverter A IGBT Temperature for phase A	106	°F
Inverter A IGBT Temperature for phase B	106	°F
Inverter B IGBT Temperature for phase B	109	°F
Inverter A IGBT Temperature for phase C	106	°F
Inverter B IGBT Temperature for phase A	109	°F
Distance Travelled with Light ON	0	miles
Inverter B IGBT Temperature for phase C	109	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-13.274	Ft-Lbs
Motor B Resolver Angle	8	Degree
HV Battery Sleep Time	0	Days
Motor B Temp Sensor	95	°F
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time Minutes	0	

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

NAME	VALUE	UNITS
DTC	0C 2F 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	

Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
Ignition State	Reserved	
Propulsion System Active	True	
PRND Position Display	N	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Most Recent Odometer Value	25043.9	miles
Original Odometer Value	25043.6	miles
Frequency Counter	3	
Real time clock	47818768	sec
RAM Stamps	244051	Min
RAM stamps keyOn	0	sec
Ignition Cycle Counter	0	
Engine Speed	1948	rpm
Accelerator Pedal Position	0	%
HV Battery SOC	17	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	93	°F
Motor B Temp Sensor	90	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	93	°F
Internal EPS Voltage Sense A	7.920	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	-0.922	Ft-Lbs
Motor B Torque	-2.673	Ft-Lbs
Actual Torque - Motor B	-2.673	Ft-Lbs
Actual Torque - Motor A	-0.922	Ft-Lbs
Available Motor Torque - Motor A	65.542	Ft-Lbs
Available Motor Torque - Motor B	235.988	Ft-Lbs
Available Regen Torque - Motor A	-65.542	Ft-Lbs
Available Regen Torque - Motor B	-235.988	Ft-Lbs

Commanded Torque - Motor A	-1.014	Ft-Lbs
Commanded Torque - Motor B	-2.765	Ft-Lbs
Motor A - Inverter Current - phase A	4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase A	-8	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase B	4	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	272	Degree
Motor A Resolver Angle	110	Degree
Electric Motor A Speed	8065.5	rpm
Electric Motor B Speed	-1826.0	rpm
PIM DC Link Voltage - A	336	Volts
PIM DC Link Voltage - B	336	Volts
HV Battery Voltage from BPCM	336.00	Volts
Outside Air Temperature	100.4	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.040	Volts
Battery Feed Voltage 2 Sense	13.968	Volts
Battery Feed Voltage 3 Sense	13.896	Volts
Inverter A IGBT Temperature for phase A	97	°F
Inverter A IGBT Temperature for phase B	95	°F
Inverter A IGBT Temperature for phase C	97	°F
Inverter B IGBT Temperature for phase A	95	°F
Inverter B IGBT Temperature for phase B	93	°F
Inverter B IGBT Temperature for phase C	95	°F
Distance Travelled with Light ON	0	miles
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

HCP | P1C68-00 | STORED | HYBRID PERF - ENGINE SPEED ABOVE TARGET IDLE SPEED DURING AUTOSTOP-

NAME	VALUE	UNITS
DTC	1C 68 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	

Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
Occurrence flag		
Brake Switch Status		
Ignition State		
Propulsion System Active		
PRND Position Display		
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
HCP System Shutdown Command		
SW Build Release Version		
HCP SW Version		
EPT LOC Diag Enable		
HV Contactor Status		
APM Status		
Impact Event		
OBCM Operating Mode		
J1772 Prox Detected State		
Hybrid System State		
PHEV Charging Status		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Ignition Cycle Counter		
Frequency Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Engine Speed		rpm
HV Battery SOC		%
Motor A Temp Sensor		°F
Vehicle Speed		MPH
Motor B Temp Sensor		°F
Barometric Pressure		PSI
Engine Coolant Temperature		°F
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
Actual Torque - Motor A		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs

Commanded Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor B Resolver Angle		Degree
Motor A Resolver Angle		Degree
Electric Motor A Speed		rpm
PIM DC Link Voltage - A		Volts
Electric Motor B Speed		rpm
PIM DC Link Voltage - B		Volts
HV Battery Voltage from BPCM		Volts
Outside Air Temperature		°F
HV Battery Sleep Time		Days
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 2 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
Distance Travelled with Light ON		miles
GPS Date - Year		Year
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

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

NAME	VALUE	UNITS
Test Failed	False	
DTC	1E 18 00	
Confirmed DTC	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Test Failed Since Last Clear	True	

Test Not Completed Since Last Clear	False	
Warning Indicator Requested	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
PHEV Charging Status	No Charging	
Brake Switch Status	Not Applied	
PRND Position Display	N	
Ignition State	Reserved	
Propulsion System Active	False	
PRND Blink	Released	
Shift Lock Status	Unlocked	
Reverse Shift Lock Status	Unlocked	
Auto Correction Request	APCM Off	
Park Pawl Motor Direction	Park/Move Towards Engage	
Park Pawl Motor Enable Feedback	Disabled	
Park Pawl Status Feedback	Disengaged	
Park Gated Switch	Out of Park	
Failure Reasons for Level 2 eShift	Reserved	
Hybrid System State	SNA	
CBC Wake-Up Input	On	
HCP ePT Wake-Up Output	On	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Idle	
HCP System Shutdown Command	Default	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Frequency Counter	5	
Original Odometer Value	25043.9	miles
Real time clock	47891984	sec
Ignition Cycle Counter	0	
RAM stamps keyOn	30	sec
Accelerator Pedal Position	0	%
RAM Stamps	244201	Min
Most Recent Odometer Value	25043.9	miles
Vehicle Speed	0.0000	MPH
HV Battery SOC	89	%
Engine Speed	0	rpm
Engine Coolant Temperature	86	°F
PP Actuator Position Sensor Voltage	1.06	Volts
Barometric Pressure	14	PSI
Park Pawl Motor Current	0.1	AMP
Internal EPS Voltage Sense A	7.848	Volts

Park Pawl Motor Counts	106	Counts
Internal EPS Voltage Sense B	7.920	Volts
Battery Feed Voltage 2 Sense	12.960	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Park Pawl Motor PWM1	0	%
Battery Feed Voltage 1 Sense	12.960	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase A	-4	AMP
Available Motor Torque - Motor B	0.000	Ft-Lbs
Motor B - Inverter Current - phase A	0	AMP
Motor A Resolver Angle	160	Degree
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	30	Degree
Motor B - Inverter Current - phase B	-4	AMP
Outside Air Temperature	89.6	°F
Motor A Temp Sensor	99	°F
Motor B Temp Sensor	111	°F
HV Battery Voltage from BPCM	348.20	Volts
PIM DC Link Voltage - A	348	Volts
Electric Motor A Speed	0.0	rpm
PIM DC Link Voltage - B	348	Volts
Inverter A IGBT Temperature for phase B	104	°F
Inverter A IGBT Temperature for phase C	104	°F
Inverter A IGBT Temperature for phase A	104	°F
Electric Motor B Speed	5482.0	rpm
Inverter B IGBT Temperature for phase B	104	°F
Inverter B IGBT Temperature for phase A	106	°F
Inverter B IGBT Temperature for phase C	104	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Distance Travelled with Light ON	0	miles
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
HV Battery Sleep Time	0	Days

UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms
GPS Date - Day	1	Days

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

NAME	VALUE	UNITS
DTC	21 5B 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
Propulsion System Active	True	
PRND Position Display	D	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
SW Build Release Version	PIMC19A1807p0_1807A_RU_H	
HCP SW Version	1807A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	Propulsion System Active	
PHEV Charging Status	No Charging	
Original Odometer Value	25043.6	miles
Most Recent Odometer Value	25043.9	miles
Frequency Counter	16	
Ignition Cycle Counter	0	
Real time clock	47891968	sec
RAM stamps keyOn	15	sec
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
RAM Stamps	244201	Min
HV Battery SOC	89	%
Vehicle Speed	0.0000	MPH

Motor A Temp Sensor	99	°F
Motor B Temp Sensor	95	°F
Engine Coolant Temperature	86	°F
Barometric Pressure	14	PSI
Internal EPS Voltage Sense A	7.920	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	-5.992	Ft-Lbs
Motor B Torque	81.582	Ft-Lbs
Actual Torque - Motor A	-5.992	Ft-Lbs
Actual Torque - Motor B	81.582	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	127.765	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Commanded Torque - Motor A	-6.453	Ft-Lbs
Available Regen Torque - Motor B	-127.765	Ft-Lbs
Commanded Torque - Motor B	86.560	Ft-Lbs
Motor A - Inverter Current - phase A	-12	AMP
Motor A - Inverter Current - phase C	-36	AMP
Motor A - Inverter Current - phase B	44	AMP
Motor B - Inverter Current - phase A	60	AMP
Motor B - Inverter Current - phase B	-272	AMP
Motor B - Inverter Current - phase C	204	AMP
Motor B Resolver Angle	122	Degree
Motor A Resolver Angle	222	Degree
Electric Motor A Speed	-25.0	rpm
Electric Motor B Speed	4961.5	rpm
PIM DC Link Voltage - A	376	Volts
PIM DC Link Voltage - B	376	Volts
HV Battery Voltage from BPCM	376.20	Volts
Outside Air Temperature	89.6	°F
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.040	Volts
Battery Feed Voltage 2 Sense	13.968	Volts
Battery Feed Voltage 3 Sense	13.896	Volts
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	104	°F
Inverter B IGBT Temperature for phase B	104	°F
Inverter B IGBT Temperature for phase C	106	°F
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
Distance Travelled with Light ON	0	miles

UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

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

NAME	VALUE	UNITS
DTC	26 C3 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	
PRND Position Display	P	
Ignition State	Reserved	
PRND Blink	Initialization	
Shift Lock Status	Locked	
Auto Correction Request	APCM Off	
Reverse Shift Lock Status	Unlocked	
Park Pawl Motor Direction	Out of Park/Move Towards Disengage	
Park Pawl Motor Enable Feedback	Disabled	
Park Pawl Status Feedback	Engaged	
Park Gated Switch	In Park	
Failure Reasons for Level 2 eShift	Reserved	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
CBC Wake-Up Input	Off	
Impact Event	False	
J1772 Prox Detected State	Prox Out	
APM Status	Idle	
OBCM Operating Mode	UTC	
HCP System Shutdown Command	Default	
Original Odometer Value	25043.9	miles
Most Recent Odometer Value	25043.9	miles
RAM Stamps	244204	Min

Ignition Cycle Counter	0	
Real time clock	47892184	sec
RAM stamps keyOn	225	sec
Engine Speed	0	rpm
Accelerator Pedal Position	0	%
HV Battery SOC	89	%
Frequency Counter	5	
Barometric Pressure	14	PSI
Vehicle Speed	0.0000	MPH
Engine Coolant Temperature	88	°F
PP Actuator Position Sensor Voltage	3.86	Volts
Park Pawl Motor PWM1	0	%
Park Pawl Motor Counts	385	Counts
Battery Feed Voltage 2 Sense	12.672	Volts
Internal EPS Voltage Sense A	0.000	Volts
Battery Feed Voltage 3 Sense	12.600	Volts
Park Pawl Motor Current	0.1	AMP
Internal EPS Voltage Sense B	0.000	Volts
Battery Feed Voltage 1 Sense	12.744	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase A	0	AMP
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	196	Degree
Motor B Resolver Angle	10	Degree
Motor B - Inverter Current - phase B	-4	AMP
Outside Air Temperature	89.6	°F
Motor B Temp Sensor	106	°F
Motor A Temp Sensor	99	°F
Electric Motor B Speed	0.0	rpm
Electric Motor A Speed	0.0	rpm
Inverter A IGBT Temperature for phase A	104	°F
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	8	Volts
Inverter A IGBT Temperature for phase B	104	°F

Inverter A IGBT Temperature for phase C	104	°F
PIM DC Link Voltage - B	6	Volts
Inverter B IGBT Temperature for phase A	104	°F
Inverter B IGBT Temperature for phase B	104	°F
Distance Travelled with Light ON	0	miles
Inverter B IGBT Temperature for phase C	104	°F
GPS Date - Year	0	Year
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Torque	0.000	Ft-Lbs
GPS Date - Month	1	
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	

SNAPSHOT DATA SUMMARY