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VEHICLE SCAN REPORT

Vehicle 2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE
VIN 2C4RC1N70 [REDACTED]

Odometer 18010.0 miles
Publication Date Feb 15, 2021, 7:51:56 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT		ORIGINAL		PART #
PCM	Powertrain Control Module	CAN-C	68416680AF	2C4RC1N7		2C4RC1N7		68416680AF
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N7		2C4RC1N7		6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1N7		2C4RC1N7		68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N7		2C4RC1N7		68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N7		2C4RC1N7		68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N7		2C4RC1N7		68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N7		2C4RC1N7		68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N7		2C4RC1N7		68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N7		2C4RC1N7		68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N7		2C4RC1N7		68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N7		2C4RC1N7		68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AC	2C4RC1N7		2C4RC1N7		68369596AC
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AC	2C4RC1N7		2C4RC1N7		68369596AC
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N7		2C4RC1N7		68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N7		2C4RC1N7		68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1N7		2C4RC1N7		68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N7		2C4RC1N7		68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N7		2C4RC1N7		68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1N7		2C4RC1N7		68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N7		2C4RC1N7		68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1N7		2C4RC1N7		04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N		2C4RC1N7		68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1		2C4RC1N7		68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N		2C4RC1N7		68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N		2C4RC1N7		68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N		2C4RC1N7		04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N		2C4RC1N7		04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N		2C4RC1N7		04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N		2C4RC1N7		68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N		2C4RC1N7		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N		2C4RC1N7		05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AP	2C4RC1N		2C4RC1N7		05190240AP
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N		2C4RC1N7		05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N		2C4RC1N7		68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N		2C4RC1N7		68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N		2C4RC1N7		68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N		2C4RC1N7		68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N		2C4RC1N7		68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N		2C4RC1N7		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AP	2C4RC1N		2C4RC1N7		05190241AP
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB	2C4RC1N		2C4RC1N7		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68283578AD	2C4RC1N		2C4RC1N7		68283578AD
SGW	Security Gateway Module	CAN-C	68420261AA			2C4RC1N7		68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	D36F6D84
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	13 1E 11	4001	
PSDMR	USA / USA	10 17 00	13 1E 11	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	14 08 01	4005	E1481262 302EEFA0 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	14 08 01	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	E5898FA5
ABSO	USA	0E 15 02	14 13 17	4201	D6E2728F
SGW		5	564	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Stored
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Stored

ENVIRONMENTAL DATA SUMMARY

HCP | P0A3F-00 | Stored | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed	False	
Confirmed DTC	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
PHEV Charging Status	No Charging	
Brake Switch Status	Applied	
Ignition State	Reserved	
PRND Position Display	P	
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	SNA	
EPT LOC Diag Enable	Disable LOC Daignostic	
CBC Wake-Up Input	On	
HCP ePT Wake-Up Output	On	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	18010.0	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
RAM Stamps	104877	Min
Accelerator Pedal Position	0	%
Real time clock	56221784	sec
RAM stamps keyOn	0	sec
Engine Speed	0	rpm
HV Battery SOC	54	%

Barometric Pressure	15	PSI
Vehicle Speed	0.0000	MPH
Motor B Temp Sensor	57	°F
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor A Temp Sensor	59	°F
Engine Coolant Temperature	55	°F
Motor B Resolver Angle Offset	3.60	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Angle Offset	-7.20	Degree
Actual Torque - Motor A	0.000	Ft-Lbs
Battery Feed Voltage 2 Sense	13.608	Volts
Internal EPS Voltage Sense A	7.920	Volts
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Electric Motor A Speed	3.0	rpm
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor B Speed	1.5	rpm
Actual Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 3 Sense	13.392	Volts
Motor A - Inverter Current - phase A	-4	AMP
Battery Feed Voltage 1 Sense	13.608	Volts
Motor B - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Outside Air Temperature	59.0	°F
PIM DC Link Voltage - A	353	Volts
Inverter A IGBT Temperature for phase A	32	°F
PIM DC Link Voltage - B	352	Volts
HV Battery Voltage from BPCM	352.50	Volts
Inverter B IGBT Temperature for phase B	32	°F
Inverter A IGBT Temperature for phase B	32	°F
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase C	32	°F
Motor A Torque	0.000	Ft-Lbs
Inverter B IGBT Temperature for phase C	32	°F
Inverter B IGBT Temperature for phase A	32	°F
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days

UTC Time - Hours	0	Hours
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | POC19-00 | Stored | Drive Motor A Torque Delivered Performance-

NAME	VALUE	UNITS
DTC	0C 19 00	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Test Failed	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
PHEV Charging Status	No Charging	
Propulsion System Active	True	
PRND Position Display	P	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - High-Side	False	

Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase V Hardware Error 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 Cross Conduction Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - High-Side	False	
Motor A Phase W Short Fault - Low-Side	False	
Motor A Phase W Over Current Fault - Low-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current Fault - High-Side	False	
Motor A Phase W Thermal Shutdown Fault - Low-Side	False	
Motor A Phase W Thermal Shutdown Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
HV Contactor Status	Closed	
Inverter B Status Feedback	Normal On	
Motor A Phase W Cross Conduction Fault - Low-Side	False	
EPT LOC Diag Enable	Disable LOC Daignostic	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
Impact Event	False	
OBCM Operating Mode	UTC	
Inverter Status Feedback	Inverter Faulted	
J1772 Prox Detected State	Prox Out	
APM Status	Buck CV	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
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 Under Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - High-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side	False	
HCP System Shutdown Command	Default	
Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase U Over Voltage Fault VH - Low-Side	False	
Motor A Phase U Over Voltage Fault VDD - 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 U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - High-Side	False	
Motor A Phase V Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - High-Side	False	
Motor A Phase W Cross Conduction Fault - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
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 Under Voltage Fault VH - High-Side	False	
Original Odometer Value	18010.0	miles
Most Recent Odometer Value	18010.0	miles
Ignition Cycle Counter	0	

Accelerator Pedal Position	0	%
Engine Speed	0	rpm
RAM Stamps	104877	Min
HV Battery SOC	54	%
Frequency Counter	2	
Real time clock	56221780	sec
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	8.757	Ft-Lbs
Barometric Pressure	15	PSI
Vehicle Speed	0.0000	MPH
RAM stamps keyOn	0	sec
Engine Coolant Temperature	55	°F
Inverter A Input DC Current	0.0	AMP
Internal EPS Voltage Sense B	7.992	Volts
Electric Motor A Speed	3.5	rpm
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Internal EPS Voltage Sense A	7.920	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	14.616	Volts
Motor A - Inverter Current - phase C	0	AMP
High Temp Aux Pump - Actual Speed	0	rpm
PIM DC Link Voltage - B	353	Volts
Outside Air Temperature	59.0	°F
Available Motor Torque - Motor B	232.854	Ft-Lbs
Battery Feed Voltage 3 Sense	14.472	Volts
Battery Feed Voltage 1 Sense	14.688	Volts
Actual Torque - Motor B	6.545	Ft-Lbs
Commanded Torque - Motor B	6.729	Ft-Lbs
PIM DC Link Voltage - A	353	Volts
Available Regen Torque - Motor B	-232.854	Ft-Lbs
Low Temp Active Pump Speed	0	rpm
Available Regen Torque - Motor A	-8.757	Ft-Lbs
Motor B - Inverter Current - phase A	8	AMP
Passive Pump Coolant Temp In Sensor	59	°F
Commanded Torque - Motor A	0.000	Ft-Lbs
Inverter A IGBT Temperature for phase C	32	°F
Motor B - Inverter Current - phase B	-20	AMP
Motor B Temp Sensor	77	°F
Inverter A IGBT Temperature for phase B	32	°F
Motor B Resolver Angle	192	Degree
Distance Travelled with Light ON	0	miles
Motor B - Inverter Current - phase C	8	AMP
Electric Motor B Speed	7.0	rpm

Inverter B IGBT Temperature for phase B	32	°F
Inverter A IGBT Temperature for phase A	32	°F
HV Battery Voltage from BPCM	353.20	Volts
Inverter B IGBT Temperature for phase C	32	°F
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	6.545	Ft-Lbs
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
Inverter B IGBT Temperature for phase A	32	°F
GPS Date - Month	1	

HCP | P1B03-00 | Stored | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	False	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
PHEV Charging Status	No Charging	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
Ignition State	Reserved	
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	No fault	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HCP ePT Wake-Up Output	On	
Impact Event	False	

APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
Real time clock	56221784	sec
Frequency Counter	2	
Original Odometer Value	18010.0	miles
RAM stamps keyOn	0	sec
RAM Stamps	104877	Min
HV Battery SOC	54	%
Accelerator Pedal Position	0	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	59	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Temp Sensor	57	°F
Engine Speed	0	rpm
Engine Coolant Temperature	55	°F
Motor B Resolver Angle Offset	3.60	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense A	4.032	Volts
Battery Feed Voltage 2 Sense	12.168	Volts
Internal EPS Voltage Sense B	1.944	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.854	Ft-Lbs
Motor B Resolver Supply Voltage Value	15.75	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Motor Torque - Motor B	232.854	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	4.5	rpm
Battery Feed Voltage 3 Sense	12.024	Volts
Motor A - Inverter Current - phase C	0	AMP
Motor A - Inverter Current - phase A	-4	AMP
Battery Feed Voltage 1 Sense	12.240	Volts
Motor A - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Outside Air Temperature	59.0	°F

Motor B - Inverter Current - phase B	0	AMP
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	5	Volts
Motor B - Inverter Current - phase C	0	AMP
Inverter A IGBT Temperature for phase A	59	°F
Inverter A IGBT Temperature for phase B	59	°F
PIM DC Link Voltage - B	4	Volts
Inverter B IGBT Temperature for phase B	59	°F
Inverter B IGBT Temperature for phase A	59	°F
Inverter B IGBT Temperature for phase C	59	°F
GPS Date - Year	0	Year
Motor B Torque	0.000	Ft-Lbs
Inverter A IGBT Temperature for phase C	59	°F
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
Motor A Torque	0.000	Ft-Lbs
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
GPS Date - Month	1	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1B03-00



VEHICLE SCAN REPORT

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

Odometer 18010.0 miles
Publication Date Feb 15, 2021, 7:51:56 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT	[REDACTED]	ORIGINAL	[REDACTED]	PART #
PCM	Powertrain Control Module	CAN-C	68416680AF	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68416680AF
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AC	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68369596AC
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AC	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68369596AC
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1N7	[REDACTED]	2C4RC1N7	[REDACTED]	04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N7	2C4RC1N7	68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1	2C4RC1N7	68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N7	2C4RC1N7	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N7	2C4RC1N7	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N7	2C4RC1N7	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N7	2C4RC1N7	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N7	2C4RC1N7	05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N7	2C4RC1N7	05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AP	2C4RC1N7	2C4RC1N7	05190240AP
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N7	2C4RC1N7	05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N7	2C4RC1N7	68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N7	2C4RC1N7	68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N7	2C4RC1N7	68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N7	2C4RC1N7	68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N7	2C4RC1N7	68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N7	2C4RC1N7	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AP	2C4RC1N7	2C4RC1N7	05190241AP
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB	2C4RC1N7	2C4RC1N7	68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68283578AD	2C4RC1N7	2C4RC1N7	68283578AD
SGW	Security Gateway Module	CAN-C	68420261AA		2C4RC1N7	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	D36F6D84
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	13 1E 11	4001	
PSDMR	USA / USA	10 17 00	13 1E 11	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	14 08 01	4005	E1481262 302EEFA0 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	14 08 01	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	E5898FA5
ABSO	USA	0E 15 02	14 13 17	4201	D6E2728F
SGW		5	564	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Stored
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Stored

ENVIRONMENTAL DATA SUMMARY

HCP | P0A3F-00 | Stored | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed	False	
Confirmed DTC	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
PHEV Charging Status	No Charging	
Brake Switch Status	Applied	
Ignition State	Reserved	
PRND Position Display	P	
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	SNA	
EPT LOC Diag Enable	Disable LOC Daignostic	
CBC Wake-Up Input	On	
HCP ePT Wake-Up Output	On	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	18010.0	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
RAM Stamps	104877	Min
Accelerator Pedal Position	0	%
Real time clock	56221784	sec
RAM stamps keyOn	0	sec
Engine Speed	0	rpm
HV Battery SOC	54	%

Barometric Pressure	15	PSI
Vehicle Speed	0.0000	MPH
Motor B Temp Sensor	57	°F
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor A Temp Sensor	59	°F
Engine Coolant Temperature	55	°F
Motor B Resolver Angle Offset	3.60	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Angle Offset	-7.20	Degree
Actual Torque - Motor A	0.000	Ft-Lbs
Battery Feed Voltage 2 Sense	13.608	Volts
Internal EPS Voltage Sense A	7.920	Volts
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Electric Motor A Speed	3.0	rpm
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor B Speed	1.5	rpm
Actual Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 3 Sense	13.392	Volts
Motor A - Inverter Current - phase A	-4	AMP
Battery Feed Voltage 1 Sense	13.608	Volts
Motor B - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Outside Air Temperature	59.0	°F
PIM DC Link Voltage - A	353	Volts
Inverter A IGBT Temperature for phase A	32	°F
PIM DC Link Voltage - B	352	Volts
HV Battery Voltage from BPCM	352.50	Volts
Inverter B IGBT Temperature for phase B	32	°F
Inverter A IGBT Temperature for phase B	32	°F
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase C	32	°F
Motor A Torque	0.000	Ft-Lbs
Inverter B IGBT Temperature for phase C	32	°F
Inverter B IGBT Temperature for phase A	32	°F
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days

UTC Time - Hours	0	Hours
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | POC19-00 | Stored | Drive Motor A Torque Delivered Performance-

NAME	VALUE	UNITS
DTC	0C 19 00	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Test Failed	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
PHEV Charging Status	No Charging	
Propulsion System Active	True	
PRND Position Display	P	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - High-Side	False	

Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase V Hardware Error 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 Cross Conduction Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - High-Side	False	
Motor A Phase W Short Fault - Low-Side	False	
Motor A Phase W Over Current Fault - Low-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current Fault - High-Side	False	
Motor A Phase W Thermal Shutdown Fault - Low-Side	False	
Motor A Phase W Thermal Shutdown Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
HV Contactor Status	Closed	
Inverter B Status Feedback	Normal On	
Motor A Phase W Cross Conduction Fault - Low-Side	False	
EPT LOC Diag Enable	Disable LOC Daignostic	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
Impact Event	False	
OBCM Operating Mode	UTC	
Inverter Status Feedback	Inverter Faulted	
J1772 Prox Detected State	Prox Out	
APM Status	Buck CV	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
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 Under Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - High-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side	False	
HCP System Shutdown Command	Default	
Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase U Over Voltage Fault VH - Low-Side	False	
Motor A Phase U Over Voltage Fault VDD - 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 U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - High-Side	False	
Motor A Phase V Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - High-Side	False	
Motor A Phase W Cross Conduction Fault - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
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 Under Voltage Fault VH - High-Side	False	
Original Odometer Value	18010.0	miles
Most Recent Odometer Value	18010.0	miles
Ignition Cycle Counter	0	

Accelerator Pedal Position	0	%
Engine Speed	0	rpm
RAM Stamps	104877	Min
HV Battery SOC	54	%
Frequency Counter	2	
Real time clock	56221780	sec
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	8.757	Ft-Lbs
Barometric Pressure	15	PSI
Vehicle Speed	0.0000	MPH
RAM stamps keyOn	0	sec
Engine Coolant Temperature	55	°F
Inverter A Input DC Current	0.0	AMP
Internal EPS Voltage Sense B	7.992	Volts
Electric Motor A Speed	3.5	rpm
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Internal EPS Voltage Sense A	7.920	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	14.616	Volts
Motor A - Inverter Current - phase C	0	AMP
High Temp Aux Pump - Actual Speed	0	rpm
PIM DC Link Voltage - B	353	Volts
Outside Air Temperature	59.0	°F
Available Motor Torque - Motor B	232.854	Ft-Lbs
Battery Feed Voltage 3 Sense	14.472	Volts
Battery Feed Voltage 1 Sense	14.688	Volts
Actual Torque - Motor B	6.545	Ft-Lbs
Commanded Torque - Motor B	6.729	Ft-Lbs
PIM DC Link Voltage - A	353	Volts
Available Regen Torque - Motor B	-232.854	Ft-Lbs
Low Temp Active Pump Speed	0	rpm
Available Regen Torque - Motor A	-8.757	Ft-Lbs
Motor B - Inverter Current - phase A	8	AMP
Passive Pump Coolant Temp In Sensor	59	°F
Commanded Torque - Motor A	0.000	Ft-Lbs
Inverter A IGBT Temperature for phase C	32	°F
Motor B - Inverter Current - phase B	-20	AMP
Motor B Temp Sensor	77	°F
Inverter A IGBT Temperature for phase B	32	°F
Motor B Resolver Angle	192	Degree
Distance Travelled with Light ON	0	miles
Motor B - Inverter Current - phase C	8	AMP
Electric Motor B Speed	7.0	rpm

Inverter B IGBT Temperature for phase B	32	°F
Inverter A IGBT Temperature for phase A	32	°F
HV Battery Voltage from BPCM	353.20	Volts
Inverter B IGBT Temperature for phase C	32	°F
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	6.545	Ft-Lbs
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
Inverter B IGBT Temperature for phase A	32	°F
GPS Date - Month	1	

HCP | P1B03-00 | Stored | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	False	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
PHEV Charging Status	No Charging	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
Ignition State	Reserved	
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	No fault	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HCP ePT Wake-Up Output	On	
Impact Event	False	

APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
Real time clock	56221784	sec
Frequency Counter	2	
Original Odometer Value	18010.0	miles
RAM stamps keyOn	0	sec
RAM Stamps	104877	Min
HV Battery SOC	54	%
Accelerator Pedal Position	0	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	59	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Temp Sensor	57	°F
Engine Speed	0	rpm
Engine Coolant Temperature	55	°F
Motor B Resolver Angle Offset	3.60	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense A	4.032	Volts
Battery Feed Voltage 2 Sense	12.168	Volts
Internal EPS Voltage Sense B	1.944	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.854	Ft-Lbs
Motor B Resolver Supply Voltage Value	15.75	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Motor Torque - Motor B	232.854	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	4.5	rpm
Battery Feed Voltage 3 Sense	12.024	Volts
Motor A - Inverter Current - phase C	0	AMP
Motor A - Inverter Current - phase A	-4	AMP
Battery Feed Voltage 1 Sense	12.240	Volts
Motor A - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Outside Air Temperature	59.0	°F

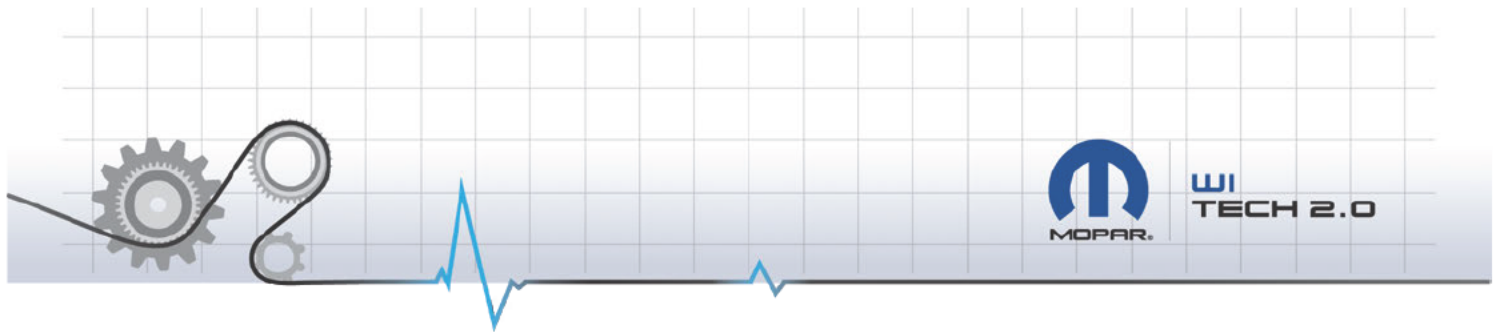
Motor B - Inverter Current - phase B	0	AMP
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	5	Volts
Motor B - Inverter Current - phase C	0	AMP
Inverter A IGBT Temperature for phase A	59	°F
Inverter A IGBT Temperature for phase B	59	°F
PIM DC Link Voltage - B	4	Volts
Inverter B IGBT Temperature for phase B	59	°F
Inverter B IGBT Temperature for phase A	59	°F
Inverter B IGBT Temperature for phase C	59	°F
GPS Date - Year	0	Year
Motor B Torque	0.000	Ft-Lbs
Inverter A IGBT Temperature for phase C	59	°F
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
Motor A Torque	0.000	Ft-Lbs
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
GPS Date - Month	1	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1B03-00



VEHICLE SCAN REPORT

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

Odometer 18010.0 miles
Publication Date Feb 15, 2021, 7:51:56 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT		ORIGINAL		PART #
PCM	Powertrain Control Module	CAN-C	68416680AF	2C4RC1N		2C4RC1N7		68416680AF
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N		2C4RC1N7		6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1N		2C4RC1N7		68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N		2C4RC1N7		68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N		2C4RC1N7		68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N		2C4RC1N7		68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N		2C4RC1N7		68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N		2C4RC1N7		68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N		2C4RC1N7		68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N		2C4RC1N7		68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N		2C4RC1N7		68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AC	2C4RC1N		2C4RC1N7		68369596AC
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AC	2C4RC1N		2C4RC1N7		68369596AC
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N		2C4RC1N7		68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N		2C4RC1N7		68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1N		2C4RC1N7		68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N		2C4RC1N7		68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N		2C4RC1N7		68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1N		2C4RC1N7		68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N		2C4RC1N7		68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1N		2C4RC1N7		04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N7	2C4RC1N7	68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1	2C4RC1N7	68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N7	2C4RC1N7	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N7	2C4RC1N7	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N7	2C4RC1N7	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N7	2C4RC1N7	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N7	2C4RC1N7	05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N7	2C4RC1N7	05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AP	2C4RC1N7	2C4RC1N7	05190240AP
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N7	2C4RC1N7	05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N7	2C4RC1N7	68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N7	2C4RC1N7	68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N7	2C4RC1N7	68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N7	2C4RC1N7	68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N7	2C4RC1N7	68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N7	2C4RC1N7	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AP	2C4RC1N7	2C4RC1N7	05190241AP
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB	2C4RC1N7	2C4RC1N7	68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68283578AD	2C4RC1N7	2C4RC1N7	68283578AD
SGW	Security Gateway Module	CAN-C	68420261AA		2C4RC1N7	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	D36F6D84
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	13 1E 11	4001	
PSDMR	USA / USA	10 17 00	13 1E 11	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	14 08 01	4005	E1481262 302EEFA0 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	14 08 01	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	E5898FA5
ABSO	USA	0E 15 02	14 13 17	4201	D6E2728F
SGW		5	564	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Stored
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Stored

ENVIRONMENTAL DATA SUMMARY

HCP | P0A3F-00 | Stored | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed	False	
Confirmed DTC	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
Warning Indicator Requested	True	
PHEV Charging Status	No Charging	
Brake Switch Status	Applied	
Ignition State	Reserved	
PRND Position Display	P	
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	SNA	
EPT LOC Diag Enable	Disable LOC Daignostic	
CBC Wake-Up Input	On	
HCP ePT Wake-Up Output	On	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	18010.0	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
RAM Stamps	104877	Min
Accelerator Pedal Position	0	%
Real time clock	56221784	sec
RAM stamps keyOn	0	sec
Engine Speed	0	rpm
HV Battery SOC	54	%

Barometric Pressure	15	PSI
Vehicle Speed	0.0000	MPH
Motor B Temp Sensor	57	°F
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor A Temp Sensor	59	°F
Engine Coolant Temperature	55	°F
Motor B Resolver Angle Offset	3.60	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Angle Offset	-7.20	Degree
Actual Torque - Motor A	0.000	Ft-Lbs
Battery Feed Voltage 2 Sense	13.608	Volts
Internal EPS Voltage Sense A	7.920	Volts
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Electric Motor A Speed	3.0	rpm
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor B Speed	1.5	rpm
Actual Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 3 Sense	13.392	Volts
Motor A - Inverter Current - phase A	-4	AMP
Battery Feed Voltage 1 Sense	13.608	Volts
Motor B - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Outside Air Temperature	59.0	°F
PIM DC Link Voltage - A	353	Volts
Inverter A IGBT Temperature for phase A	32	°F
PIM DC Link Voltage - B	352	Volts
HV Battery Voltage from BPCM	352.50	Volts
Inverter B IGBT Temperature for phase B	32	°F
Inverter A IGBT Temperature for phase B	32	°F
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase C	32	°F
Motor A Torque	0.000	Ft-Lbs
Inverter B IGBT Temperature for phase C	32	°F
Inverter B IGBT Temperature for phase A	32	°F
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days

UTC Time - Hours	0	Hours
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | POC19-00 | Stored | Drive Motor A Torque Delivered Performance-

NAME	VALUE	UNITS
DTC	0C 19 00	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Test Failed	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
Ignition State	Reserved	
PHEV Charging Status	No Charging	
Propulsion System Active	True	
PRND Position Display	P	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - High-Side	False	

Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase V Hardware Error 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 Cross Conduction Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - High-Side	False	
Motor A Phase W Short Fault - Low-Side	False	
Motor A Phase W Over Current Fault - Low-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current Fault - High-Side	False	
Motor A Phase W Thermal Shutdown Fault - Low-Side	False	
Motor A Phase W Thermal Shutdown Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
HV Contactor Status	Closed	
Inverter B Status Feedback	Normal On	
Motor A Phase W Cross Conduction Fault - Low-Side	False	
EPT LOC Diag Enable	Disable LOC Daignostic	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
Impact Event	False	
OBCM Operating Mode	UTC	
Inverter Status Feedback	Inverter Faulted	
J1772 Prox Detected State	Prox Out	
APM Status	Buck CV	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
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 Under Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - High-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side	False	
HCP System Shutdown Command	Default	
Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase U Over Voltage Fault VH - Low-Side	False	
Motor A Phase U Over Voltage Fault VDD - 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 U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - High-Side	False	
Motor A Phase V Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - High-Side	False	
Motor A Phase W Cross Conduction Fault - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
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 Under Voltage Fault VH - High-Side	False	
Original Odometer Value	18010.0	miles
Most Recent Odometer Value	18010.0	miles
Ignition Cycle Counter	0	

Accelerator Pedal Position	0	%
Engine Speed	0	rpm
RAM Stamps	104877	Min
HV Battery SOC	54	%
Frequency Counter	2	
Real time clock	56221780	sec
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	8.757	Ft-Lbs
Barometric Pressure	15	PSI
Vehicle Speed	0.0000	MPH
RAM stamps keyOn	0	sec
Engine Coolant Temperature	55	°F
Inverter A Input DC Current	0.0	AMP
Internal EPS Voltage Sense B	7.992	Volts
Electric Motor A Speed	3.5	rpm
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Internal EPS Voltage Sense A	7.920	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	14.616	Volts
Motor A - Inverter Current - phase C	0	AMP
High Temp Aux Pump - Actual Speed	0	rpm
PIM DC Link Voltage - B	353	Volts
Outside Air Temperature	59.0	°F
Available Motor Torque - Motor B	232.854	Ft-Lbs
Battery Feed Voltage 3 Sense	14.472	Volts
Battery Feed Voltage 1 Sense	14.688	Volts
Actual Torque - Motor B	6.545	Ft-Lbs
Commanded Torque - Motor B	6.729	Ft-Lbs
PIM DC Link Voltage - A	353	Volts
Available Regen Torque - Motor B	-232.854	Ft-Lbs
Low Temp Active Pump Speed	0	rpm
Available Regen Torque - Motor A	-8.757	Ft-Lbs
Motor B - Inverter Current - phase A	8	AMP
Passive Pump Coolant Temp In Sensor	59	°F
Commanded Torque - Motor A	0.000	Ft-Lbs
Inverter A IGBT Temperature for phase C	32	°F
Motor B - Inverter Current - phase B	-20	AMP
Motor B Temp Sensor	77	°F
Inverter A IGBT Temperature for phase B	32	°F
Motor B Resolver Angle	192	Degree
Distance Travelled with Light ON	0	miles
Motor B - Inverter Current - phase C	8	AMP
Electric Motor B Speed	7.0	rpm

Inverter B IGBT Temperature for phase B	32	°F
Inverter A IGBT Temperature for phase A	32	°F
HV Battery Voltage from BPCM	353.20	Volts
Inverter B IGBT Temperature for phase C	32	°F
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	6.545	Ft-Lbs
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
Inverter B IGBT Temperature for phase A	32	°F
GPS Date - Month	1	

HCP | P1B03-00 | Stored | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	False	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
PHEV Charging Status	No Charging	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
Ignition State	Reserved	
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	No fault	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HCP ePT Wake-Up Output	On	
Impact Event	False	

APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
Real time clock	56221784	sec
Frequency Counter	2	
Original Odometer Value	18010.0	miles
RAM stamps keyOn	0	sec
RAM Stamps	104877	Min
HV Battery SOC	54	%
Accelerator Pedal Position	0	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	59	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Temp Sensor	57	°F
Engine Speed	0	rpm
Engine Coolant Temperature	55	°F
Motor B Resolver Angle Offset	3.60	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense A	4.032	Volts
Battery Feed Voltage 2 Sense	12.168	Volts
Internal EPS Voltage Sense B	1.944	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.854	Ft-Lbs
Motor B Resolver Supply Voltage Value	15.75	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Motor Torque - Motor B	232.854	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	4.5	rpm
Battery Feed Voltage 3 Sense	12.024	Volts
Motor A - Inverter Current - phase C	0	AMP
Motor A - Inverter Current - phase A	-4	AMP
Battery Feed Voltage 1 Sense	12.240	Volts
Motor A - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Outside Air Temperature	59.0	°F

Motor B - Inverter Current - phase B	0	AMP
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	5	Volts
Motor B - Inverter Current - phase C	0	AMP
Inverter A IGBT Temperature for phase A	59	°F
Inverter A IGBT Temperature for phase B	59	°F
PIM DC Link Voltage - B	4	Volts
Inverter B IGBT Temperature for phase B	59	°F
Inverter B IGBT Temperature for phase A	59	°F
Inverter B IGBT Temperature for phase C	59	°F
GPS Date - Year	0	Year
Motor B Torque	0.000	Ft-Lbs
Inverter A IGBT Temperature for phase C	59	°F
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
Motor A Torque	0.000	Ft-Lbs
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
GPS Date - Month	1	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1B03-00



VEHICLE SCAN REPORT

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

Odometer 18010.0 miles
Publication Date Jan 14, 2021, 9:47:48 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT	ORIGINAL	PART #
PCM	Powertrain Control Module	CAN-C	68416680AE	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68416680AE
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68369596AB
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1N [REDACTED]	2C4RC1N7 [REDACTED]	04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N7	2C4RC1N7	68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1N7	2C4RC1N7	68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N7	2C4RC1N7	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N7	2C4RC1N7	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N7	2C4RC1N7	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N7	2C4RC1N7	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N7	2C4RC1N7	05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N7	2C4RC1N7	05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AN	2C4RC1N7	2C4RC1N7	05190240AN
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N7	2C4RC1N7	05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N7	2C4RC1N7	68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N7	2C4RC1N7	68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N7	2C4RC1N7	68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N7	2C4RC1N7	68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N7	2C4RC1N7	68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N7	2C4RC1N7	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AN	2C4RC1N7	2C4RC1N7	05190241AN
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1N7	2C4RC1N7	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1N7	2C4RC1N7	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA	2C4RC1N7	2C4RC1N7	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	91 05 01	4459	4D1D9F87
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	12 29 01	4004	5222F843 EBC2A42D 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	12 29 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	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P2110	Electronic Throttle Control System Bank 1 - Forced Limited RPM	Stored
PDM	B2860-15	Door Ambient Light Control-Circuit Short to Battery or Open	Active
BPCM	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active

HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Active
VRM	B15AD-00	Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-	Stored

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	17959.1	miles
Accumulation Timer	0	minutes
Number of DTC	1	
Warm Up Cycles	0	
Starts Since Set Counter	24	
Ignition Key Cycles	39	
Key Cycles Since DTC Last Set Counter	39	
Good Trip Counter	0	

PDM | B2860-15 | Active | Door Ambient Light Control-Circuit Short to Battery or Open

NAME	VALUE	UNITS
Test Failed	True	
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	Error	
DTC Extended Data Record Number - All	01	
Frequency Counter	1	
Most Recent Odometer Value	17886	miles
Original Odometer Value	17886	miles
Operation Cycle Counter	0	

BPCM | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Confirmed DTC	True	

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

CVTN VP CLAMP	Normal	
CVTN FACT CKSUM ERR	Normal	
CVTN ANALOG FAULT ERR	Normal	
CVTN HREF FAULT	SNA	
CVTN HREF GND FAULT	Normal	
CVTN SYS RESET	Normal	
CVTN ADC CAL ERR	Active	
CVTN CUST ECC COR	Normal	
CVTN CRC FAULT L	Normal	
CVTN CUST ECC ERR	SNA	
CVTN FACT ECC COR	SNA	
CVTN ACT ECC ERR	SNA	
Fault trigger level 1	False	
Fault trigger level 2	False	
Fault trigger level 3	False	
Fault Path	01	
Key - DriveRdy (CAN)	True	
Battery Cell Highest Cell number	90	
Battery Cell Lowest Cell number	63	
Battery Temperature Lowest Sensor number	06	
Battery Temperature Number of Failing Sensors	00	
Battery Temperature Highest Sensor number	04	
HV Cooling Pump Relay Drive	Not Sourced	
Isolation Vehicle Diagnostic Status	Run and Passed	
Isolation Battery Diagnostic Status	Run and Passed	
Pump - Battery Coolant Level Low	False	
CVTN CUST CKSUM ERR	Normal	
Original Odometer Value	18005	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
FoM - for this DTC (lifetime fails counts on pass)	0.0000	seconds
FoM - for this DTC (lifetime longest fail on pass)	0.000	seconds
FoM - for this DTC (lifetime fails)	1	events
Most Recent Odometer Value	18005	miles
Battery Lifetime Miles	0.00	miles
System (12) Volts at time of fault	12.087	Volts
Vehicle Speed	0.0	MPH
Battery Total Time Awake	53437056	seconds
Vehicle mileage at time of fault (ODO signal in \$3D2)	18009.94	miles
Battery Lifetime AmpHrs of DisCharge	17194.8	AHr
Power Up SOC at time of Fault	70.6	%
HVIL PWM Frequency - Vehicle	87.9	Hz
HVIL PWM Duty Cycle - Vehicle	50.2	%
HVIL PWM peak voltage Sourced - Vehicle	10.966	Volts

Battery Lifetime AmpHrs of Charge	17241.0	AHr
HV Battery Current Sensor 2 Hall Low	0.00	Amps
HVIL PWM peak voltage Sensed - Vehicle	10.875	Volts
HVIL Returned current - Battery	30.60	mA
HVIL Source Voltage- Battery	1.399	Volts
HV Cooling Speed Pump 1 Target	0	rpm
HV Cooling Speed pump 1 Speed	0	rpm
SOC at time of Fault	70.6	%
HV Battery Current HVBatCrnt	0.00	Amps
BPCM temperature max	55	°F
BPCM temperature min	54	°F
WC and Circuitry 2.5V Reference Voltage	2.502	Volts
Isolation Circuitry Vd	0.000	Volts
Isolation Circuitry Vb	2.503	Volts
Isolation Circuitry Va	2.593	Volts
HV Battery Current Sensor 1 Hall High	-0.85	Amps
Charge indicator Temp	77	°F
WC and Circuitry Vcc Voltage	5.017	Volts
Cycles left to self heal	40	No Unit
WC and CircuitryISO 8V Reference Voltage	7.983	Volts
WC and Circuitry Weld Contactor Sensor G (Pack Negative) Voltage	0.2	Volts
HV Battery Charge Power 2sec	97185	watts
HV Battery Charge Power 10sec	86202	watts
HV Battery Discharge Power 2sec	98631	watts
HV Battery Discharge Power 10sec	96216	watts
Battery Lifetime Number Of Closes	7289	
Cell Impedance Max Discharge	0	mOhms
Battery Full AmpHr Capacity	46	AmpHrs
HV Battery Power	007530	watts
Cell Impedance Mim Discharge	0	mOhms
Battery Cell Voltage Maximum	3876	mV
Battery Cell Voltage Average	3870	mV
Battery Cell Voltage Minimum	3859	mV
HV Battery Voltage (Module Sum)	371.20	Volts
HV Sensor B Bus\Link (Pre-Fuse) Voltage	371.70	Volts
HV Sensor A Pack Voltage	371.70	Volts
HV Sensor D Heater (HVHTR Fuse) Voltage	371.70	Volts
HV Sensor C OBCM (HVOBC Fuse) Voltage	371.50	Volts
HV Battery Voltage (cell sum)	371.50	Volts
Battery Temperature Minimum Module	54	°F
Battery Temperature Maximum Module	55	°F
HV Sensor G Weld Contactor(Pack Negative) Voltage	0.2	Volts
Battery Temperature Average Module	55	°F
HV Cooling Battery coolant inlet temp	54	°F

HV Cooling OBCM temp inlet Temp	70	°F
Isolation Battery Impedance	0.8480	Mega Ohms
HV Cooling Battery coolant outlet temp	54	°F
Isolation Vehicle Impedance	7.6932	Mega Ohms

HCP | P0A3F-00 | Active | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed This Operation Cycle	True	
Test Failed	True	
Pending DTC	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
HCP System Shutdown Command	Default	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	17995.4	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	29	
RAM stamps keyOn	15	sec
Real time clock	53710824	sec
Ignition Cycle Counter	1	

RAM Stamps	104533	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Barometric Pressure	15	PSI
Motor A Resolver Angle Offset	-7.20	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Angle Offset	3.20	Degree
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 2 Sense	13.104	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Available Motor Torque - Motor B	232.301	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	17.423	Ft-Lbs
Available Regen Torque - Motor A	-17.423	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	13.104	Volts
Battery Feed Voltage 3 Sense	12.960	Volts
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	Invalid Value	Degree
Outside Air Temperature	69.8	°F
Motor B Resolver Angle	314	Degree
HV Battery Voltage from BPCM	239.60	Volts
PIM DC Link Voltage - B	239	Volts
PIM DC Link Voltage - A	239	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase B	66	°F

Inverter B IGBT Temperature for phase C	66	°F
Inverter A IGBT Temperature for phase C	64	°F
Motor A Torque	0.000	Ft-Lbs
Distance Travelled with Light ON	0	miles
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	Invalid Value	Degree
Motor B Resolver Angle	314	Degree
GPS Date - Day	1	Days
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	

HCP | POC19-00 | 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 Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Pending DTC	True	
Warning Indicator Requested	True	
Ignition State	Reserved	
Brake Switch Status	Applied	
PRND Position Display	R	
Propulsion System Active	True	
PHEV Charging Status	No Charging	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	

Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Cross Conduction Fault - High-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 Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase V SPI Error Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current 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 Hardware Error Fault - High-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 Over Current 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 Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
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	
APM Status	Buck CV	
Impact Event	False	

HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Over Voltage Fault VDD - 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 Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - 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 V Over Voltage Fault VDD - High-SideSide	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 VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault 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 Cross Conduction Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VDD - 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 Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Under 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 Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	

Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Original Odometer Value	18000.8	miles
Frequency Counter	27	
RAM Stamps	104533	Min
Ignition Cycle Counter	1	
Actual Torque - Motor A	0.000	Ft-Lbs
Engine Coolant Temperature	63	°F
Accelerator Pedal Position	0	%
Most Recent Odometer Value	18010.0	miles
Real time clock	53710824	sec
Vehicle Speed	0.0000	MPH
Engine Speed	0	rpm
HV Battery SOC	62	%
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	11.615	Ft-Lbs
Electric Motor A Speed	11.0	rpm
Inverter A Input DC Current	0.0	AMP
RAM stamps keyOn	15	sec
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Battery Feed Voltage 2 Sense	14.472	Volts
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 3 Sense	14.328	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	69.8	°F
PIM DC Link Voltage - B	360	Volts
PIM DC Link Voltage - A	360	Volts
Passive Pump Coolant Temp In Sensor	66	°F
Low Temp Active Pump Speed	0	rpm
Actual Torque - Motor B	-15.487	Ft-Lbs
Battery Feed Voltage 1 Sense	14.472	Volts
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Motor B - Inverter Current - phase A	-28	AMP
Motor B Resolver Angle	240	Degree
Motor B - Inverter Current - phase C	-16	AMP

Motor A Temp Sensor	64	°F
Motor B - Inverter Current - phase B	36	AMP
Commanded Torque - Motor B	-15.763	Ft-Lbs
Available Regen Torque - Motor A	-11.615	Ft-Lbs
Motor B Temp Sensor	64	°F
Motor A Resolver Angle	326	Degree
Inverter A IGBT Temperature for phase C	64	°F
HV Battery Voltage from BPCM	360.00	Volts
Electric Motor B Speed	-0.5	rpm
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Sleep Time	0	Days
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	66	°F
Inverter B IGBT Temperature for phase B	66	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-15.487	Ft-Lbs
Motor A Resolver Angle	326	Degree
Motor A Temp Sensor	64	°F
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	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	
Test Failed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	False	
Brake Switch Status	Applied	
PRND Position Display	P	
Propulsion System Active	False	
Ignition State	Ignition Off/ACC	

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP SW Version	1809A	
Impact Event	False	
SW Build Release Version	PIMC19A1809p0_1809A_RU_H	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	SNA	
PHEV Charging Status	No Charging	
Original Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
Real time clock	53437052	sec
Frequency Counter	1	
HV Battery SOC	71	%
Motor B Temp Sensor	95	°F
Most Recent Odometer Value	18010.0	miles
Accelerator Pedal Position	0	%
RAM Stamps	104239	Min
Motor A Temp Sensor	90	°F
Engine Speed	0	rpm
Motor A Torque	0.000	Ft-Lbs
Engine Coolant Temperature	54	°F
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Internal EPS Voltage Sense A	7.848	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Motor A - Inverter Current - phase A	0	AMP
Available Motor Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Actual Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase C	-4	AMP
Vehicle Speed	0.0000	MPH
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B Resolver Angle	206	Degree
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs

Motor B Torque	0.000	Ft-Lbs
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
PIM DC Link Voltage - B	369	Volts
PIM DC Link Voltage - A	370	Volts
Electric Motor B Speed	0.5	rpm
HV Battery Voltage from BPCM	369.30	Volts
Outside Air Temperature	57.2	°F
HV Battery Sleep Time	0	Days
Inverter A IGBT Temperature for phase A	79	°F
Inverter A IGBT Temperature for phase C	79	°F
Inverter B IGBT Temperature for phase B	77	°F
Battery Feed Voltage 3 Sense	11.880	Volts
Battery Feed Voltage 1 Sense	11.952	Volts
Battery Feed Voltage 2 Sense	11.952	Volts
Inverter B IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	77	°F
UTC Time - Hours	0	Hours
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	81	°F
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
GPS Date - Day	1	Days
GPS Date - Month	1	

HCP | P1B03-00 | Active | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	True	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	

Ignition State	Reserved	
PRND Position Display	N	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
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	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Original Odometer Value	18010.0	miles
Frequency Counter	19	
RAM stamps keyOn	15	sec
Ignition Cycle Counter	1	
Real time clock	53710824	sec
Accelerator Pedal Position	0	%
RAM Stamps	104533	Min
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Barometric Pressure	15	PSI
Engine Speed	0	rpm
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Resolver Angle Offset	3.20	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	12.960	Volts
Internal EPS Voltage Sense A	3.816	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	1.728	Volts

Commanded Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Electric Motor B Speed	0.0	rpm
Available Motor Torque - Motor B	232.301	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 1 Sense	12.960	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Motor A - Inverter Current - phase C	-4	AMP
Motor A - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Outside Air Temperature	69.8	°F
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	314	Degree
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	4	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Voltage from BPCM	180.00	Volts
Inverter A IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase B	64	°F
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor B Resolver Angle	314	Degree
GPS Date - Month	1	
GPS Date - Year	0	Year
GPS Date - Day	1	Days
Motor A Resolver Angle	Invalid Value	Degree
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AD-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-

NAME	VALUE	UNITS
DTC	95 AD 00	
Test Not Completed This Operation Cycle	False	

Pending DTC	False	
Test Failed Since Last Clear	True	
Test Failed This Operation Cycle	False	
Test Failed	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Error	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Ignition Cycle Counter	86	
Most Recent Odometer Value	17935	miles
Frequency Counter	1	
Original Odometer Value	17935	miles

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P2110

No Snapshot Data available for B2860-15

No Snapshot Data available for P1A21-00

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1A21-00

No Snapshot Data available for P1B03-00

No Snapshot Data available for B15AD-00



VEHICLE SCAN REPORT

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

Odometer 18010.0 miles
Publication Date Jan 14, 2021, 9:47:48 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT	ORIGINAL	PART #
PCM	Powertrain Control Module	CAN-C	68416680AE	2C4RC1N7	2C4RC1N7	68416680AE
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N7	2C4RC1N7	6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1N7	2C4RC1N7	68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N7	2C4RC1N7	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N7	2C4RC1N7	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N7	2C4RC1N7	68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N7	2C4RC1N7	68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N7	2C4RC1N7	68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N7	2C4RC1N7	68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N7	2C4RC1N7	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N7	2C4RC1N7	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1N7	2C4RC1N7	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1N7	2C4RC1N7	68369596AB
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N7	2C4RC1N7	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N7	2C4RC1N7	68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1N7	2C4RC1N7	68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N7	2C4RC1N7	68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N7	2C4RC1N7	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1N7	2C4RC1N7	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N7	2C4RC1N7	68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1N7	2C4RC1N7	04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N		2C4RC1N	68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1		2C4RC1N	68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N		2C4RC1N	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N		2C4RC1N	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N		2C4RC1N	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N		2C4RC1N	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N		2C4RC1N	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N		2C4RC1N	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N		2C4RC1N	05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N		2C4RC1N	05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AN	2C4RC1N		2C4RC1N	05190240AN
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N		2C4RC1N	05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N		2C4RC1N	68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N		2C4RC1N	68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N		2C4RC1N	68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N		2C4RC1N	68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N		2C4RC1N	68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N		2C4RC1N	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AN	2C4RC1N		2C4RC1N	05190241AN
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1N		2C4RC1N	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1N		2C4RC1N	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA			2C4RC1N	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	91 05 01	4459	4D1D9F87
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	12 29 01	4004	5222F843 EBC2A42D 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	12 29 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	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P2110	Electronic Throttle Control System Bank 1 - Forced Limited RPM	Stored
PDM	B2860-15	Door Ambient Light Control-Circuit Short to Battery or Open	Active
BPCM	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active

HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Active
VRM	B15AD-00	Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-	Stored

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	17959.1	miles
Accumulation Timer	0	minutes
Number of DTC	1	
Warm Up Cycles	0	
Starts Since Set Counter	24	
Ignition Key Cycles	39	
Key Cycles Since DTC Last Set Counter	39	
Good Trip Counter	0	

PDM | B2860-15 | Active | Door Ambient Light Control-Circuit Short to Battery or Open

NAME	VALUE	UNITS
Test Failed	True	
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	Error	
DTC Extended Data Record Number - All	01	
Frequency Counter	1	
Most Recent Odometer Value	17886	miles
Original Odometer Value	17886	miles
Operation Cycle Counter	0	

BPCM | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Confirmed DTC	True	

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

CVTN VP CLAMP	Normal	
CVTN FACT CKSUM ERR	Normal	
CVTN ANALOG FAULT ERR	Normal	
CVTN HREF FAULT	SNA	
CVTN HREF GND FAULT	Normal	
CVTN SYS RESET	Normal	
CVTN ADC CAL ERR	Active	
CVTN CUST ECC COR	Normal	
CVTN CRC FAULT L	Normal	
CVTN CUST ECC ERR	SNA	
CVTN FACT ECC COR	SNA	
CVTN ACT ECC ERR	SNA	
Fault trigger level 1	False	
Fault trigger level 2	False	
Fault trigger level 3	False	
Fault Path	01	
Key - DriveRdy (CAN)	True	
Battery Cell Highest Cell number	90	
Battery Cell Lowest Cell number	63	
Battery Temperature Lowest Sensor number	06	
Battery Temperature Number of Failing Sensors	00	
Battery Temperature Highest Sensor number	04	
HV Cooling Pump Relay Drive	Not Sourced	
Isolation Vehicle Diagnostic Status	Run and Passed	
Isolation Battery Diagnostic Status	Run and Passed	
Pump - Battery Coolant Level Low	False	
CVTN CUST CKSUM ERR	Normal	
Original Odometer Value	18005	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
FoM - for this DTC (lifetime fails counts on pass)	0.0000	seconds
FoM - for this DTC (lifetime longest fail on pass)	0.000	seconds
FoM - for this DTC (lifetime fails)	1	events
Most Recent Odometer Value	18005	miles
Battery Lifetime Miles	0.00	miles
System (12) Volts at time of fault	12.087	Volts
Vehicle Speed	0.0	MPH
Battery Total Time Awake	53437056	seconds
Vehicle mileage at time of fault (ODO signal in \$3D2)	18009.94	miles
Battery Lifetime AmpHrs of DisCharge	17194.8	AHr
Power Up SOC at time of Fault	70.6	%
HVIL PWM Frequency - Vehicle	87.9	Hz
HVIL PWM Duty Cycle - Vehicle	50.2	%
HVIL PWM peak voltage Sourced - Vehicle	10.966	Volts

Battery Lifetime AmpHrs of Charge	17241.0	AHr
HV Battery Current Sensor 2 Hall Low	0.00	Amps
HVIL PWM peak voltage Sensed - Vehicle	10.875	Volts
HVIL Returned current - Battery	30.60	mA
HVIL Source Voltage- Battery	1.399	Volts
HV Cooling Speed Pump 1 Target	0	rpm
HV Cooling Speed pump 1 Speed	0	rpm
SOC at time of Fault	70.6	%
HV Battery Current HVBatCrnt	0.00	Amps
BPCM temperature max	55	°F
BPCM temperature min	54	°F
WC and Circuitry 2.5V Reference Voltage	2.502	Volts
Isolation Circuitry Vd	0.000	Volts
Isolation Circuitry Vb	2.503	Volts
Isolation Circuitry Va	2.593	Volts
HV Battery Current Sensor 1 Hall High	-0.85	Amps
Charge indicator Temp	77	°F
WC and Circuitry Vcc Voltage	5.017	Volts
Cycles left to self heal	40	No Unit
WC and CircuitryISO 8V Reference Voltage	7.983	Volts
WC and Circuitry Weld Contactor Sensor G (Pack Negative) Voltage	0.2	Volts
HV Battery Charge Power 2sec	97185	watts
HV Battery Charge Power 10sec	86202	watts
HV Battery Discharge Power 2sec	98631	watts
HV Battery Discharge Power 10sec	96216	watts
Battery Lifetime Number Of Closes	7289	
Cell Impedance Max Discharge	0	mOhms
Battery Full AmpHr Capacity	46	AmpHrs
HV Battery Power	007530	watts
Cell Impedance Mim Discharge	0	mOhms
Battery Cell Voltage Maximum	3876	mV
Battery Cell Voltage Average	3870	mV
Battery Cell Voltage Minimum	3859	mV
HV Battery Voltage (Module Sum)	371.20	Volts
HV Sensor B Bus\Link (Pre-Fuse) Voltage	371.70	Volts
HV Sensor A Pack Voltage	371.70	Volts
HV Sensor D Heater (HVHTR Fuse) Voltage	371.70	Volts
HV Sensor C OBCM (HVOBC Fuse) Voltage	371.50	Volts
HV Battery Voltage (cell sum)	371.50	Volts
Battery Temperature Minimum Module	54	°F
Battery Temperature Maximum Module	55	°F
HV Sensor G Weld Contactor(Pack Negative) Voltage	0.2	Volts
Battery Temperature Average Module	55	°F
HV Cooling Battery coolant inlet temp	54	°F

HV Cooling OBCM temp inlet Temp	70	°F
Isolation Battery Impedance	0.8480	Mega Ohms
HV Cooling Battery coolant outlet temp	54	°F
Isolation Vehicle Impedance	7.6932	Mega Ohms

HCP | P0A3F-00 | Active | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed This Operation Cycle	True	
Test Failed	True	
Pending DTC	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
HCP System Shutdown Command	Default	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	17995.4	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	29	
RAM stamps keyOn	15	sec
Real time clock	53710824	sec
Ignition Cycle Counter	1	

RAM Stamps	104533	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Barometric Pressure	15	PSI
Motor A Resolver Angle Offset	-7.20	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Angle Offset	3.20	Degree
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 2 Sense	13.104	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Available Motor Torque - Motor B	232.301	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	17.423	Ft-Lbs
Available Regen Torque - Motor A	-17.423	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	13.104	Volts
Battery Feed Voltage 3 Sense	12.960	Volts
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	Invalid Value	Degree
Outside Air Temperature	69.8	°F
Motor B Resolver Angle	314	Degree
HV Battery Voltage from BPCM	239.60	Volts
PIM DC Link Voltage - B	239	Volts
PIM DC Link Voltage - A	239	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase B	66	°F

Inverter B IGBT Temperature for phase C	66	°F
Inverter A IGBT Temperature for phase C	64	°F
Motor A Torque	0.000	Ft-Lbs
Distance Travelled with Light ON	0	miles
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	Invalid Value	Degree
Motor B Resolver Angle	314	Degree
GPS Date - Day	1	Days
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	

HCP | POC19-00 | 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 Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Pending DTC	True	
Warning Indicator Requested	True	
Ignition State	Reserved	
Brake Switch Status	Applied	
PRND Position Display	R	
Propulsion System Active	True	
PHEV Charging Status	No Charging	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	

Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Cross Conduction Fault - High-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 Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase V SPI Error Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current 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 Hardware Error Fault - High-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 Over Current 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 Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
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	
APM Status	Buck CV	
Impact Event	False	

HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Over Voltage Fault VDD - 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 Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - 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 V Over Voltage Fault VDD - High-SideSide	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 VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault 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 Cross Conduction Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VDD - 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 Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Under 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 Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	

Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Original Odometer Value	18000.8	miles
Frequency Counter	27	
RAM Stamps	104533	Min
Ignition Cycle Counter	1	
Actual Torque - Motor A	0.000	Ft-Lbs
Engine Coolant Temperature	63	°F
Accelerator Pedal Position	0	%
Most Recent Odometer Value	18010.0	miles
Real time clock	53710824	sec
Vehicle Speed	0.0000	MPH
Engine Speed	0	rpm
HV Battery SOC	62	%
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	11.615	Ft-Lbs
Electric Motor A Speed	11.0	rpm
Inverter A Input DC Current	0.0	AMP
RAM stamps keyOn	15	sec
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Battery Feed Voltage 2 Sense	14.472	Volts
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 3 Sense	14.328	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	69.8	°F
PIM DC Link Voltage - B	360	Volts
PIM DC Link Voltage - A	360	Volts
Passive Pump Coolant Temp In Sensor	66	°F
Low Temp Active Pump Speed	0	rpm
Actual Torque - Motor B	-15.487	Ft-Lbs
Battery Feed Voltage 1 Sense	14.472	Volts
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Motor B - Inverter Current - phase A	-28	AMP
Motor B Resolver Angle	240	Degree
Motor B - Inverter Current - phase C	-16	AMP

Motor A Temp Sensor	64	°F
Motor B - Inverter Current - phase B	36	AMP
Commanded Torque - Motor B	-15.763	Ft-Lbs
Available Regen Torque - Motor A	-11.615	Ft-Lbs
Motor B Temp Sensor	64	°F
Motor A Resolver Angle	326	Degree
Inverter A IGBT Temperature for phase C	64	°F
HV Battery Voltage from BPCM	360.00	Volts
Electric Motor B Speed	-0.5	rpm
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Sleep Time	0	Days
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	66	°F
Inverter B IGBT Temperature for phase B	66	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-15.487	Ft-Lbs
Motor A Resolver Angle	326	Degree
Motor A Temp Sensor	64	°F
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	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	
Test Failed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	False	
Brake Switch Status	Applied	
PRND Position Display	P	
Propulsion System Active	False	
Ignition State	Ignition Off/ACC	

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP SW Version	1809A	
Impact Event	False	
SW Build Release Version	PIMC19A1809p0_1809A_RU_H	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	SNA	
PHEV Charging Status	No Charging	
Original Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
Real time clock	53437052	sec
Frequency Counter	1	
HV Battery SOC	71	%
Motor B Temp Sensor	95	°F
Most Recent Odometer Value	18010.0	miles
Accelerator Pedal Position	0	%
RAM Stamps	104239	Min
Motor A Temp Sensor	90	°F
Engine Speed	0	rpm
Motor A Torque	0.000	Ft-Lbs
Engine Coolant Temperature	54	°F
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Internal EPS Voltage Sense A	7.848	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Motor A - Inverter Current - phase A	0	AMP
Available Motor Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Actual Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase C	-4	AMP
Vehicle Speed	0.0000	MPH
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B Resolver Angle	206	Degree
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs

Motor B Torque	0.000	Ft-Lbs
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
PIM DC Link Voltage - B	369	Volts
PIM DC Link Voltage - A	370	Volts
Electric Motor B Speed	0.5	rpm
HV Battery Voltage from BPCM	369.30	Volts
Outside Air Temperature	57.2	°F
HV Battery Sleep Time	0	Days
Inverter A IGBT Temperature for phase A	79	°F
Inverter A IGBT Temperature for phase C	79	°F
Inverter B IGBT Temperature for phase B	77	°F
Battery Feed Voltage 3 Sense	11.880	Volts
Battery Feed Voltage 1 Sense	11.952	Volts
Battery Feed Voltage 2 Sense	11.952	Volts
Inverter B IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	77	°F
UTC Time - Hours	0	Hours
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	81	°F
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
GPS Date - Day	1	Days
GPS Date - Month	1	

HCP | P1B03-00 | Active | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	True	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	

Ignition State	Reserved	
PRND Position Display	N	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
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	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Original Odometer Value	18010.0	miles
Frequency Counter	19	
RAM stamps keyOn	15	sec
Ignition Cycle Counter	1	
Real time clock	53710824	sec
Accelerator Pedal Position	0	%
RAM Stamps	104533	Min
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Barometric Pressure	15	PSI
Engine Speed	0	rpm
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Resolver Angle Offset	3.20	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	12.960	Volts
Internal EPS Voltage Sense A	3.816	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	1.728	Volts

Commanded Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Electric Motor B Speed	0.0	rpm
Available Motor Torque - Motor B	232.301	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 1 Sense	12.960	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Motor A - Inverter Current - phase C	-4	AMP
Motor A - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Outside Air Temperature	69.8	°F
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	314	Degree
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	4	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Voltage from BPCM	180.00	Volts
Inverter A IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase B	64	°F
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor B Resolver Angle	314	Degree
GPS Date - Month	1	
GPS Date - Year	0	Year
GPS Date - Day	1	Days
Motor A Resolver Angle	Invalid Value	Degree
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AD-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-

NAME	VALUE	UNITS
DTC	95 AD 00	
Test Not Completed This Operation Cycle	False	

Pending DTC	False	
Test Failed Since Last Clear	True	
Test Failed This Operation Cycle	False	
Test Failed	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Error	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Ignition Cycle Counter	86	
Most Recent Odometer Value	17935	miles
Frequency Counter	1	
Original Odometer Value	17935	miles

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P2110

No Snapshot Data available for B2860-15

No Snapshot Data available for P1A21-00

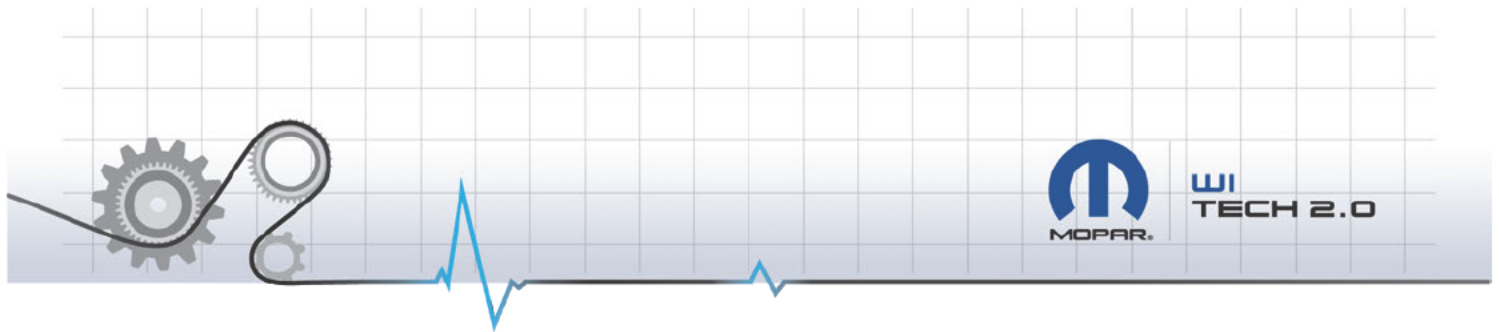
No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1A21-00

No Snapshot Data available for P1B03-00

No Snapshot Data available for B15AD-00



VEHICLE SCAN REPORT

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

Odometer 18010.0 miles
Publication Date Jan 14, 2021, 9:47:48 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT	ORIGINAL V	PART #
PCM	Powertrain Control Module	CAN-C	68416680AE	2C4RC1	2C4RC1N7	68416680AE
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1	2C4RC1N7	6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1	2C4RC1N7	68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1	2C4RC1N7	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1	2C4RC1N7	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1	2C4RC1N7	68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1	2C4RC1N7	68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1	2C4RC1N7	68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1	2C4RC1N7	68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1	2C4RC1N7	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1	2C4RC1N7	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1	2C4RC1N7	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1	2C4RC1N7	68369596AB
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1	2C4RC1N7	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1	2C4RC1N7	68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1	2C4RC1N7	68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1	2C4RC1N7	68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1	2C4RC1N7	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1	2C4RC1N7	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1	2C4RC1N7	68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1	2C4RC1N7	04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N7	2C4RC1N7	68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1	2C4RC1N7	68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N7	2C4RC1N7	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N7	2C4RC1N7	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N7	2C4RC1N7	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N7	2C4RC1N7	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N7	2C4RC1N7	05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N7	2C4RC1N7	05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AN	2C4RC1N7	2C4RC1N7	05190240AN
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N7	2C4RC1N7	05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N7	2C4RC1N7	68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N7	2C4RC1N7	68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N7	2C4RC1N7	68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N7	2C4RC1N7	68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N7	2C4RC1N7	68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N7	2C4RC1N7	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AN	2C4RC1N7	2C4RC1N7	05190241AN
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1N7	2C4RC1N7	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1N7	2C4RC1N7	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA		2C4RC1N7	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	91 05 01	4459	4D1D9F87
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	12 29 01	4004	5222F843 EBC2A42D 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	12 29 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	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P2110	Electronic Throttle Control System Bank 1 - Forced Limited RPM	Stored
PDM	B2860-15	Door Ambient Light Control-Circuit Short to Battery or Open	Active
BPCM	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active

HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Active
VRM	B15AD-00	Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-	Stored

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	17959.1	miles
Accumulation Timer	0	minutes
Number of DTC	1	
Warm Up Cycles	0	
Starts Since Set Counter	24	
Ignition Key Cycles	39	
Key Cycles Since DTC Last Set Counter	39	
Good Trip Counter	0	

PDM | B2860-15 | Active | Door Ambient Light Control-Circuit Short to Battery or Open

NAME	VALUE	UNITS
Test Failed	True	
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	Error	
DTC Extended Data Record Number - All	01	
Frequency Counter	1	
Most Recent Odometer Value	17886	miles
Original Odometer Value	17886	miles
Operation Cycle Counter	0	

BPCM | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Confirmed DTC	True	

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

CVTN VP CLAMP	Normal	
CVTN FACT CKSUM ERR	Normal	
CVTN ANALOG FAULT ERR	Normal	
CVTN HREF FAULT	SNA	
CVTN HREF GND FAULT	Normal	
CVTN SYS RESET	Normal	
CVTN ADC CAL ERR	Active	
CVTN CUST ECC COR	Normal	
CVTN CRC FAULT L	Normal	
CVTN CUST ECC ERR	SNA	
CVTN FACT ECC COR	SNA	
CVTN ACT ECC ERR	SNA	
Fault trigger level 1	False	
Fault trigger level 2	False	
Fault trigger level 3	False	
Fault Path	01	
Key - DriveRdy (CAN)	True	
Battery Cell Highest Cell number	90	
Battery Cell Lowest Cell number	63	
Battery Temperature Lowest Sensor number	06	
Battery Temperature Number of Failing Sensors	00	
Battery Temperature Highest Sensor number	04	
HV Cooling Pump Relay Drive	Not Sourced	
Isolation Vehicle Diagnostic Status	Run and Passed	
Isolation Battery Diagnostic Status	Run and Passed	
Pump - Battery Coolant Level Low	False	
CVTN CUST CKSUM ERR	Normal	
Original Odometer Value	18005	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
FoM - for this DTC (lifetime fails counts on pass)	0.0000	seconds
FoM - for this DTC (lifetime longest fail on pass)	0.000	seconds
FoM - for this DTC (lifetime fails)	1	events
Most Recent Odometer Value	18005	miles
Battery Lifetime Miles	0.00	miles
System (12) Volts at time of fault	12.087	Volts
Vehicle Speed	0.0	MPH
Battery Total Time Awake	53437056	seconds
Vehicle mileage at time of fault (ODO signal in \$3D2)	18009.94	miles
Battery Lifetime AmpHrs of DisCharge	17194.8	AHr
Power Up SOC at time of Fault	70.6	%
HVIL PWM Frequency - Vehicle	87.9	Hz
HVIL PWM Duty Cycle - Vehicle	50.2	%
HVIL PWM peak voltage Sourced - Vehicle	10.966	Volts

Battery Lifetime AmpHrs of Charge	17241.0	AHr
HV Battery Current Sensor 2 Hall Low	0.00	Amps
HVIL PWM peak voltage Sensed - Vehicle	10.875	Volts
HVIL Returned current - Battery	30.60	mA
HVIL Source Voltage- Battery	1.399	Volts
HV Cooling Speed Pump 1 Target	0	rpm
HV Cooling Speed pump 1 Speed	0	rpm
SOC at time of Fault	70.6	%
HV Battery Current HVBatCrnt	0.00	Amps
BPCM temperature max	55	°F
BPCM temperature min	54	°F
WC and Circuitry 2.5V Reference Voltage	2.502	Volts
Isolation Circuitry Vd	0.000	Volts
Isolation Circuitry Vb	2.503	Volts
Isolation Circuitry Va	2.593	Volts
HV Battery Current Sensor 1 Hall High	-0.85	Amps
Charge indicator Temp	77	°F
WC and Circuitry Vcc Voltage	5.017	Volts
Cycles left to self heal	40	No Unit
WC and CircuitryISO 8V Reference Voltage	7.983	Volts
WC and Circuitry Weld Contactor Sensor G (Pack Negative) Voltage	0.2	Volts
HV Battery Charge Power 2sec	97185	watts
HV Battery Charge Power 10sec	86202	watts
HV Battery Discharge Power 2sec	98631	watts
HV Battery Discharge Power 10sec	96216	watts
Battery Lifetime Number Of Closes	7289	
Cell Impedance Max Discharge	0	mOhms
Battery Full AmpHr Capacity	46	AmpHrs
HV Battery Power	007530	watts
Cell Impedance Mim Discharge	0	mOhms
Battery Cell Voltage Maximum	3876	mV
Battery Cell Voltage Average	3870	mV
Battery Cell Voltage Minimum	3859	mV
HV Battery Voltage (Module Sum)	371.20	Volts
HV Sensor B Bus\Link (Pre-Fuse) Voltage	371.70	Volts
HV Sensor A Pack Voltage	371.70	Volts
HV Sensor D Heater (HVHTR Fuse) Voltage	371.70	Volts
HV Sensor C OBCM (HVOBC Fuse) Voltage	371.50	Volts
HV Battery Voltage (cell sum)	371.50	Volts
Battery Temperature Minimum Module	54	°F
Battery Temperature Maximum Module	55	°F
HV Sensor G Weld Contactor(Pack Negative) Voltage	0.2	Volts
Battery Temperature Average Module	55	°F
HV Cooling Battery coolant inlet temp	54	°F

HV Cooling OBCM temp inlet Temp	70	°F
Isolation Battery Impedance	0.8480	Mega Ohms
HV Cooling Battery coolant outlet temp	54	°F
Isolation Vehicle Impedance	7.6932	Mega Ohms

HCP | P0A3F-00 | Active | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed This Operation Cycle	True	
Test Failed	True	
Pending DTC	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
HCP System Shutdown Command	Default	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	17995.4	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	29	
RAM stamps keyOn	15	sec
Real time clock	53710824	sec
Ignition Cycle Counter	1	

RAM Stamps	104533	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Barometric Pressure	15	PSI
Motor A Resolver Angle Offset	-7.20	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Angle Offset	3.20	Degree
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 2 Sense	13.104	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Available Motor Torque - Motor B	232.301	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	17.423	Ft-Lbs
Available Regen Torque - Motor A	-17.423	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	13.104	Volts
Battery Feed Voltage 3 Sense	12.960	Volts
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	Invalid Value	Degree
Outside Air Temperature	69.8	°F
Motor B Resolver Angle	314	Degree
HV Battery Voltage from BPCM	239.60	Volts
PIM DC Link Voltage - B	239	Volts
PIM DC Link Voltage - A	239	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase B	66	°F

Inverter B IGBT Temperature for phase C	66	°F
Inverter A IGBT Temperature for phase C	64	°F
Motor A Torque	0.000	Ft-Lbs
Distance Travelled with Light ON	0	miles
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	Invalid Value	Degree
Motor B Resolver Angle	314	Degree
GPS Date - Day	1	Days
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	

HCP | POC19-00 | 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 Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Pending DTC	True	
Warning Indicator Requested	True	
Ignition State	Reserved	
Brake Switch Status	Applied	
PRND Position Display	R	
Propulsion System Active	True	
PHEV Charging Status	No Charging	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	

Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Cross Conduction Fault - High-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 Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase V SPI Error Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current 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 Hardware Error Fault - High-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 Over Current 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 Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
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	
APM Status	Buck CV	
Impact Event	False	

HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Over Voltage Fault VDD - 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 Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - 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 V Over Voltage Fault VDD - High-SideSide	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 VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault 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 Cross Conduction Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VDD - 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 Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Under 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 Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	

Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Original Odometer Value	18000.8	miles
Frequency Counter	27	
RAM Stamps	104533	Min
Ignition Cycle Counter	1	
Actual Torque - Motor A	0.000	Ft-Lbs
Engine Coolant Temperature	63	°F
Accelerator Pedal Position	0	%
Most Recent Odometer Value	18010.0	miles
Real time clock	53710824	sec
Vehicle Speed	0.0000	MPH
Engine Speed	0	rpm
HV Battery SOC	62	%
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	11.615	Ft-Lbs
Electric Motor A Speed	11.0	rpm
Inverter A Input DC Current	0.0	AMP
RAM stamps keyOn	15	sec
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Battery Feed Voltage 2 Sense	14.472	Volts
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 3 Sense	14.328	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	69.8	°F
PIM DC Link Voltage - B	360	Volts
PIM DC Link Voltage - A	360	Volts
Passive Pump Coolant Temp In Sensor	66	°F
Low Temp Active Pump Speed	0	rpm
Actual Torque - Motor B	-15.487	Ft-Lbs
Battery Feed Voltage 1 Sense	14.472	Volts
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Motor B - Inverter Current - phase A	-28	AMP
Motor B Resolver Angle	240	Degree
Motor B - Inverter Current - phase C	-16	AMP

Motor A Temp Sensor	64	°F
Motor B - Inverter Current - phase B	36	AMP
Commanded Torque - Motor B	-15.763	Ft-Lbs
Available Regen Torque - Motor A	-11.615	Ft-Lbs
Motor B Temp Sensor	64	°F
Motor A Resolver Angle	326	Degree
Inverter A IGBT Temperature for phase C	64	°F
HV Battery Voltage from BPCM	360.00	Volts
Electric Motor B Speed	-0.5	rpm
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Sleep Time	0	Days
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	66	°F
Inverter B IGBT Temperature for phase B	66	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-15.487	Ft-Lbs
Motor A Resolver Angle	326	Degree
Motor A Temp Sensor	64	°F
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	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	
Test Failed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	False	
Brake Switch Status	Applied	
PRND Position Display	P	
Propulsion System Active	False	
Ignition State	Ignition Off/ACC	

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP SW Version	1809A	
Impact Event	False	
SW Build Release Version	PIMC19A1809p0_1809A_RU_H	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	SNA	
PHEV Charging Status	No Charging	
Original Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
Real time clock	53437052	sec
Frequency Counter	1	
HV Battery SOC	71	%
Motor B Temp Sensor	95	°F
Most Recent Odometer Value	18010.0	miles
Accelerator Pedal Position	0	%
RAM Stamps	104239	Min
Motor A Temp Sensor	90	°F
Engine Speed	0	rpm
Motor A Torque	0.000	Ft-Lbs
Engine Coolant Temperature	54	°F
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Internal EPS Voltage Sense A	7.848	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Motor A - Inverter Current - phase A	0	AMP
Available Motor Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Actual Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase C	-4	AMP
Vehicle Speed	0.0000	MPH
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B Resolver Angle	206	Degree
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs

Motor B Torque	0.000	Ft-Lbs
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
PIM DC Link Voltage - B	369	Volts
PIM DC Link Voltage - A	370	Volts
Electric Motor B Speed	0.5	rpm
HV Battery Voltage from BPCM	369.30	Volts
Outside Air Temperature	57.2	°F
HV Battery Sleep Time	0	Days
Inverter A IGBT Temperature for phase A	79	°F
Inverter A IGBT Temperature for phase C	79	°F
Inverter B IGBT Temperature for phase B	77	°F
Battery Feed Voltage 3 Sense	11.880	Volts
Battery Feed Voltage 1 Sense	11.952	Volts
Battery Feed Voltage 2 Sense	11.952	Volts
Inverter B IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	77	°F
UTC Time - Hours	0	Hours
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	81	°F
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
GPS Date - Day	1	Days
GPS Date - Month	1	

HCP | P1B03-00 | Active | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	True	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	

Ignition State	Reserved	
PRND Position Display	N	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
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	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Original Odometer Value	18010.0	miles
Frequency Counter	19	
RAM stamps keyOn	15	sec
Ignition Cycle Counter	1	
Real time clock	53710824	sec
Accelerator Pedal Position	0	%
RAM Stamps	104533	Min
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Barometric Pressure	15	PSI
Engine Speed	0	rpm
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Resolver Angle Offset	3.20	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	12.960	Volts
Internal EPS Voltage Sense A	3.816	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	1.728	Volts

Commanded Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Electric Motor B Speed	0.0	rpm
Available Motor Torque - Motor B	232.301	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 1 Sense	12.960	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Motor A - Inverter Current - phase C	-4	AMP
Motor A - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Outside Air Temperature	69.8	°F
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	314	Degree
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	4	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Voltage from BPCM	180.00	Volts
Inverter A IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase B	64	°F
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor B Resolver Angle	314	Degree
GPS Date - Month	1	
GPS Date - Year	0	Year
GPS Date - Day	1	Days
Motor A Resolver Angle	Invalid Value	Degree
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AD-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-

NAME	VALUE	UNITS
DTC	95 AD 00	
Test Not Completed This Operation Cycle	False	

Pending DTC	False	
Test Failed Since Last Clear	True	
Test Failed This Operation Cycle	False	
Test Failed	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Error	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Ignition Cycle Counter	86	
Most Recent Odometer Value	17935	miles
Frequency Counter	1	
Original Odometer Value	17935	miles

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P2110

No Snapshot Data available for B2860-15

No Snapshot Data available for P1A21-00

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1A21-00

No Snapshot Data available for P1B03-00

No Snapshot Data available for B15AD-00



VEHICLE SCAN REPORT

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

Odometer 18010.0 miles
Publication Date Jan 14, 2021, 9:47:48 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT	ORIGINAL	PART #
PCM	Powertrain Control Module	CAN-C	68416680AE	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68416680AE
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68369596AB
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1N7 [REDACTED]	2C4RC1N7 [REDACTED]	04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N7	2C4RC1N7	68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1	2C4RC1N7	68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N7	2C4RC1N7	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N7	2C4RC1N7	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N7	2C4RC1N7	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N7	2C4RC1N7	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N7	2C4RC1N7	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N7	2C4RC1N7	05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N7	2C4RC1N7	05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AN	2C4RC1N7	2C4RC1N7	05190240AN
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N7	2C4RC1N7	05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N7	2C4RC1N7	68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N7	2C4RC1N7	68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N7	2C4RC1N7	68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N7	2C4RC1N7	68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N7	2C4RC1N7	68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N7	2C4RC1N7	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AN	2C4RC1N7	2C4RC1N7	05190241AN
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1N7	2C4RC1N7	68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1N7	2C4RC1N7	68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA		2C4RC1N7	68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	91 05 01	4459	4D1D9F87
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	12 29 01	4004	5222F843 EBC2A42D 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	12 29 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	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P2110	Electronic Throttle Control System Bank 1 - Forced Limited RPM	Stored
PDM	B2860-15	Door Ambient Light Control-Circuit Short to Battery or Open	Active
BPCM	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active

HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Active
VRM	B15AD-00	Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-	Stored

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	17959.1	miles
Accumulation Timer	0	minutes
Number of DTC	1	
Warm Up Cycles	0	
Starts Since Set Counter	24	
Ignition Key Cycles	39	
Key Cycles Since DTC Last Set Counter	39	
Good Trip Counter	0	

PDM | B2860-15 | Active | Door Ambient Light Control-Circuit Short to Battery or Open

NAME	VALUE	UNITS
Test Failed	True	
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	Error	
DTC Extended Data Record Number - All	01	
Frequency Counter	1	
Most Recent Odometer Value	17886	miles
Original Odometer Value	17886	miles
Operation Cycle Counter	0	

BPCM | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Confirmed DTC	True	

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

CVTN VP CLAMP	Normal	
CVTN FACT CKSUM ERR	Normal	
CVTN ANALOG FAULT ERR	Normal	
CVTN HREF FAULT	SNA	
CVTN HREF GND FAULT	Normal	
CVTN SYS RESET	Normal	
CVTN ADC CAL ERR	Active	
CVTN CUST ECC COR	Normal	
CVTN CRC FAULT L	Normal	
CVTN CUST ECC ERR	SNA	
CVTN FACT ECC COR	SNA	
CVTN ACT ECC ERR	SNA	
Fault trigger level 1	False	
Fault trigger level 2	False	
Fault trigger level 3	False	
Fault Path	01	
Key - DriveRdy (CAN)	True	
Battery Cell Highest Cell number	90	
Battery Cell Lowest Cell number	63	
Battery Temperature Lowest Sensor number	06	
Battery Temperature Number of Failing Sensors	00	
Battery Temperature Highest Sensor number	04	
HV Cooling Pump Relay Drive	Not Sourced	
Isolation Vehicle Diagnostic Status	Run and Passed	
Isolation Battery Diagnostic Status	Run and Passed	
Pump - Battery Coolant Level Low	False	
CVTN CUST CKSUM ERR	Normal	
Original Odometer Value	18005	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
FoM - for this DTC (lifetime fails counts on pass)	0.0000	seconds
FoM - for this DTC (lifetime longest fail on pass)	0.000	seconds
FoM - for this DTC (lifetime fails)	1	events
Most Recent Odometer Value	18005	miles
Battery Lifetime Miles	0.00	miles
System (12) Volts at time of fault	12.087	Volts
Vehicle Speed	0.0	MPH
Battery Total Time Awake	53437056	seconds
Vehicle mileage at time of fault (ODO signal in \$3D2)	18009.94	miles
Battery Lifetime AmpHrs of DisCharge	17194.8	AHr
Power Up SOC at time of Fault	70.6	%
HVIL PWM Frequency - Vehicle	87.9	Hz
HVIL PWM Duty Cycle - Vehicle	50.2	%
HVIL PWM peak voltage Sourced - Vehicle	10.966	Volts

Battery Lifetime AmpHrs of Charge	17241.0	AHr
HV Battery Current Sensor 2 Hall Low	0.00	Amps
HVIL PWM peak voltage Sensed - Vehicle	10.875	Volts
HVIL Returned current - Battery	30.60	mA
HVIL Source Voltage- Battery	1.399	Volts
HV Cooling Speed Pump 1 Target	0	rpm
HV Cooling Speed pump 1 Speed	0	rpm
SOC at time of Fault	70.6	%
HV Battery Current HVBatCrnt	0.00	Amps
BPCM temperature max	55	°F
BPCM temperature min	54	°F
WC and Circuitry 2.5V Reference Voltage	2.502	Volts
Isolation Circuitry Vd	0.000	Volts
Isolation Circuitry Vb	2.503	Volts
Isolation Circuitry Va	2.593	Volts
HV Battery Current Sensor 1 Hall High	-0.85	Amps
Charge indicator Temp	77	°F
WC and Circuitry Vcc Voltage	5.017	Volts
Cycles left to self heal	40	No Unit
WC and CircuitryISO 8V Reference Voltage	7.983	Volts
WC and Circuitry Weld Contactor Sensor G (Pack Negative) Voltage	0.2	Volts
HV Battery Charge Power 2sec	97185	watts
HV Battery Charge Power 10sec	86202	watts
HV Battery Discharge Power 2sec	98631	watts
HV Battery Discharge Power 10sec	96216	watts
Battery Lifetime Number Of Closes	7289	
Cell Impedance Max Discharge	0	mOhms
Battery Full AmpHr Capacity	46	AmpHrs
HV Battery Power	007530	watts
Cell Impedance Mim Discharge	0	mOhms
Battery Cell Voltage Maximum	3876	mV
Battery Cell Voltage Average	3870	mV
Battery Cell Voltage Minimum	3859	mV
HV Battery Voltage (Module Sum)	371.20	Volts
HV Sensor B Bus\Link (Pre-Fuse) Voltage	371.70	Volts
HV Sensor A Pack Voltage	371.70	Volts
HV Sensor D Heater (HVHTR Fuse) Voltage	371.70	Volts
HV Sensor C OBCM (HVOBC Fuse) Voltage	371.50	Volts
HV Battery Voltage (cell sum)	371.50	Volts
Battery Temperature Minimum Module	54	°F
Battery Temperature Maximum Module	55	°F
HV Sensor G Weld Contactor(Pack Negative) Voltage	0.2	Volts
Battery Temperature Average Module	55	°F
HV Cooling Battery coolant inlet temp	54	°F

HV Cooling OBCM temp inlet Temp	70	°F
Isolation Battery Impedance	0.8480	Mega Ohms
HV Cooling Battery coolant outlet temp	54	°F
Isolation Vehicle Impedance	7.6932	Mega Ohms

HCP | P0A3F-00 | Active | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed This Operation Cycle	True	
Test Failed	True	
Pending DTC	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
HCP System Shutdown Command	Default	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	17995.4	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	29	
RAM stamps keyOn	15	sec
Real time clock	53710824	sec
Ignition Cycle Counter	1	

RAM Stamps	104533	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Barometric Pressure	15	PSI
Motor A Resolver Angle Offset	-7.20	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Angle Offset	3.20	Degree
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 2 Sense	13.104	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Available Motor Torque - Motor B	232.301	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	17.423	Ft-Lbs
Available Regen Torque - Motor A	-17.423	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	13.104	Volts
Battery Feed Voltage 3 Sense	12.960	Volts
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	Invalid Value	Degree
Outside Air Temperature	69.8	°F
Motor B Resolver Angle	314	Degree
HV Battery Voltage from BPCM	239.60	Volts
PIM DC Link Voltage - B	239	Volts
PIM DC Link Voltage - A	239	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase B	66	°F

Inverter B IGBT Temperature for phase C	66	°F
Inverter A IGBT Temperature for phase C	64	°F
Motor A Torque	0.000	Ft-Lbs
Distance Travelled with Light ON	0	miles
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	Invalid Value	Degree
Motor B Resolver Angle	314	Degree
GPS Date - Day	1	Days
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	

HCP | POC19-00 | 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 Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Pending DTC	True	
Warning Indicator Requested	True	
Ignition State	Reserved	
Brake Switch Status	Applied	
PRND Position Display	R	
Propulsion System Active	True	
PHEV Charging Status	No Charging	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	

Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Cross Conduction Fault - High-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 Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase V SPI Error Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current 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 Hardware Error Fault - High-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 Over Current 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 Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
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	
APM Status	Buck CV	
Impact Event	False	

HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Over Voltage Fault VDD - 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 Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - 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 V Over Voltage Fault VDD - High-SideSide	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 VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault 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 Cross Conduction Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VDD - 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 Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Under 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 Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	

Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Original Odometer Value	18000.8	miles
Frequency Counter	27	
RAM Stamps	104533	Min
Ignition Cycle Counter	1	
Actual Torque - Motor A	0.000	Ft-Lbs
Engine Coolant Temperature	63	°F
Accelerator Pedal Position	0	%
Most Recent Odometer Value	18010.0	miles
Real time clock	53710824	sec
Vehicle Speed	0.0000	MPH
Engine Speed	0	rpm
HV Battery SOC	62	%
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	11.615	Ft-Lbs
Electric Motor A Speed	11.0	rpm
Inverter A Input DC Current	0.0	AMP
RAM stamps keyOn	15	sec
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Battery Feed Voltage 2 Sense	14.472	Volts
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 3 Sense	14.328	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	69.8	°F
PIM DC Link Voltage - B	360	Volts
PIM DC Link Voltage - A	360	Volts
Passive Pump Coolant Temp In Sensor	66	°F
Low Temp Active Pump Speed	0	rpm
Actual Torque - Motor B	-15.487	Ft-Lbs
Battery Feed Voltage 1 Sense	14.472	Volts
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Motor B - Inverter Current - phase A	-28	AMP
Motor B Resolver Angle	240	Degree
Motor B - Inverter Current - phase C	-16	AMP

Motor A Temp Sensor	64	°F
Motor B - Inverter Current - phase B	36	AMP
Commanded Torque - Motor B	-15.763	Ft-Lbs
Available Regen Torque - Motor A	-11.615	Ft-Lbs
Motor B Temp Sensor	64	°F
Motor A Resolver Angle	326	Degree
Inverter A IGBT Temperature for phase C	64	°F
HV Battery Voltage from BPCM	360.00	Volts
Electric Motor B Speed	-0.5	rpm
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Sleep Time	0	Days
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	66	°F
Inverter B IGBT Temperature for phase B	66	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-15.487	Ft-Lbs
Motor A Resolver Angle	326	Degree
Motor A Temp Sensor	64	°F
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	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	
Test Failed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	False	
Brake Switch Status	Applied	
PRND Position Display	P	
Propulsion System Active	False	
Ignition State	Ignition Off/ACC	

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP SW Version	1809A	
Impact Event	False	
SW Build Release Version	PIMC19A1809p0_1809A_RU_H	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	SNA	
PHEV Charging Status	No Charging	
Original Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
Real time clock	53437052	sec
Frequency Counter	1	
HV Battery SOC	71	%
Motor B Temp Sensor	95	°F
Most Recent Odometer Value	18010.0	miles
Accelerator Pedal Position	0	%
RAM Stamps	104239	Min
Motor A Temp Sensor	90	°F
Engine Speed	0	rpm
Motor A Torque	0.000	Ft-Lbs
Engine Coolant Temperature	54	°F
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Internal EPS Voltage Sense A	7.848	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Motor A - Inverter Current - phase A	0	AMP
Available Motor Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Actual Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase C	-4	AMP
Vehicle Speed	0.0000	MPH
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B Resolver Angle	206	Degree
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs

Motor B Torque	0.000	Ft-Lbs
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
PIM DC Link Voltage - B	369	Volts
PIM DC Link Voltage - A	370	Volts
Electric Motor B Speed	0.5	rpm
HV Battery Voltage from BPCM	369.30	Volts
Outside Air Temperature	57.2	°F
HV Battery Sleep Time	0	Days
Inverter A IGBT Temperature for phase A	79	°F
Inverter A IGBT Temperature for phase C	79	°F
Inverter B IGBT Temperature for phase B	77	°F
Battery Feed Voltage 3 Sense	11.880	Volts
Battery Feed Voltage 1 Sense	11.952	Volts
Battery Feed Voltage 2 Sense	11.952	Volts
Inverter B IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	77	°F
UTC Time - Hours	0	Hours
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	81	°F
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
GPS Date - Day	1	Days
GPS Date - Month	1	

HCP | P1B03-00 | Active | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	True	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	

Ignition State	Reserved	
PRND Position Display	N	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
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	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Original Odometer Value	18010.0	miles
Frequency Counter	19	
RAM stamps keyOn	15	sec
Ignition Cycle Counter	1	
Real time clock	53710824	sec
Accelerator Pedal Position	0	%
RAM Stamps	104533	Min
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Barometric Pressure	15	PSI
Engine Speed	0	rpm
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Resolver Angle Offset	3.20	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	12.960	Volts
Internal EPS Voltage Sense A	3.816	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	1.728	Volts

Commanded Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Electric Motor B Speed	0.0	rpm
Available Motor Torque - Motor B	232.301	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 1 Sense	12.960	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Motor A - Inverter Current - phase C	-4	AMP
Motor A - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Outside Air Temperature	69.8	°F
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	314	Degree
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	4	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Voltage from BPCM	180.00	Volts
Inverter A IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase B	64	°F
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor B Resolver Angle	314	Degree
GPS Date - Month	1	
GPS Date - Year	0	Year
GPS Date - Day	1	Days
Motor A Resolver Angle	Invalid Value	Degree
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AD-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-

NAME	VALUE	UNITS
DTC	95 AD 00	
Test Not Completed This Operation Cycle	False	

Pending DTC	False	
Test Failed Since Last Clear	True	
Test Failed This Operation Cycle	False	
Test Failed	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Error	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Ignition Cycle Counter	86	
Most Recent Odometer Value	17935	miles
Frequency Counter	1	
Original Odometer Value	17935	miles

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P2110

No Snapshot Data available for B2860-15

No Snapshot Data available for P1A21-00

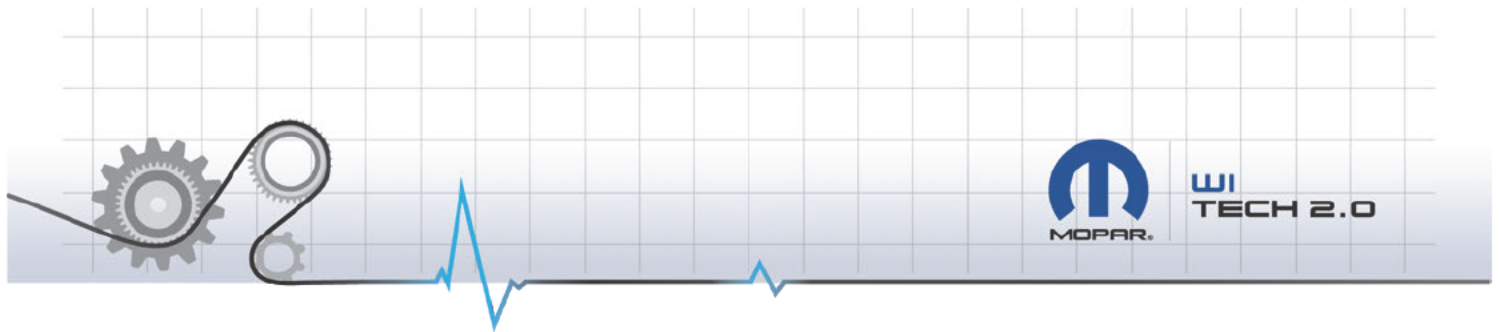
No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1A21-00

No Snapshot Data available for P1B03-00

No Snapshot Data available for B15AD-00



VEHICLE SCAN REPORT

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

Odometer 18010.0 miles
Publication Date Jan 14, 2021, 9:47:48 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT		ORIGINAL V	PART #
PCM	Powertrain Control Module	CAN-C	68416680AE	2C4RC1N		2C4RC1N70	68416680AE
ICS	Integrated Center Stack	CAN-I	6EV321X8AB	2C4RC1N		2C4RC1N70	6EV321X8AB
RFH	Radio Frequency Hub	CAN-C	68383680AC	2C4RC1N		2C4RC1N70	68383680AC
ESM	Electronic Shifter	CAN-C	68240089AL	2C4RC1N		2C4RC1N70	68240089AL
ORC	Occupant Restraint	CAN-C	68405567AB	2C4RC1N		2C4RC1N70	68405567AB
EPS	Electric Power Steering	CAN-C	68416741AA	2C4RC1N		2C4RC1N70	68416741AA
HVAC	Heat, Ventilation and A/C	CAN-I	68406613AA	2C4RC1N		2C4RC1N70	68406613AA
DDM	Driver Door Module	CAN-I	68316559AD	2C4RC1N		2C4RC1N70	68316559AD
PDM	Passenger Door Module	CAN-I	68316558AD	2C4RC1N		2C4RC1N70	68316558AD
DMRL	Door Module Rear Left	CAN-I	68225096AG	2C4RC1N		2C4RC1N70	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	2C4RC1N		2C4RC1N70	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AB	2C4RC1N		2C4RC1N70	68369596AB
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AB	2C4RC1N		2C4RC1N70	68369596AB
MSM	Memory Seat Module	CAN-I	68321862AC	2C4RC1N		2C4RC1N70	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	2C4RC1N		2C4RC1N70	68316094AF
AMP	Amplifier	CAN-I	68440634AB	2C4RC1N		2C4RC1N70	68440634AB
IPC	Instrument Panel Cluster	CAN-C	68405292AC	2C4RC1N		2C4RC1N70	68405292AC
PTS	Parktronics	CAN-C	68193775AJ	2C4RC1N		2C4RC1N70	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	2C4RC1N		2C4RC1N70	68360889AC
BCM	Body Controller	CAN-C	68402177AB	2C4RC1N		2C4RC1N70	68402177AB
ACC	Adaptive Cruise Control	CAN-C	04672758AB	2C4RC1N		2C4RC1N70	04672758AB

HSM	Heated Seat Module	CAN-I	68421106AA	2C4RC1N		2C4RC1N70		68421106AA
RADIO	Radio	CAN-I	68429204AC	2C4RC1		2C4RC1N70		68429204AC
OCM	Occupant Classification	CAN-C	68403127AA	2C4RC1N		2C4RC1N70		68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	2C4RC1N		2C4RC1N70		68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N		2C4RC1N70		04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	2C4RC1N		2C4RC1N70		04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	2C4RC1N		2C4RC1N70		04672776AA
EDM	External Disc Module	CAN-I	68378304AA	2C4RC1N		2C4RC1N70		68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	2C4RC1N		2C4RC1N70		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	2C4RC1N		2C4RC1N70		05193166AD
HCP	Hybrid Control Processor	CAN-C	05190240AN	2C4RC1N		2C4RC1N70		05190240AN
OBCM	On Board Charging Module	CAN-C	05185047AD	2C4RC1N		2C4RC1N70		05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	2C4RC1N		2C4RC1N70		68321862AC
DSM	Display Screen Module	CAN-I	68316174AB	2C4RC1N		2C4RC1N70		68316174AB
VRM	Video Routing Module	CAN-I	68376134AE	2C4RC1N		2C4RC1N70		68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA	2C4RC1N		2C4RC1N70		68405948AA
CVPM	Central vision processing module	CAN-I	68375113AB	2C4RC1N		2C4RC1N70		68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	2C4RC1N		2C4RC1N70		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AN	2C4RC1N		2C4RC1N70		05190241AN
EBBM	Electronic Brake Booster Module	CAN-C	68240033AJ	2C4RC1N		2C4RC1N70		68240033AJ
ABSO	Anti Lock Brakes OBD	CAN-C	68352786AA	2C4RC1N		2C4RC1N70		68352786AA
SGW	Security Gateway Module	CAN-C	68420261AA			2C4RC1N70		68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	91 05 01	4459	4D1D9F87
ICS	USA	0F 0C 00	11 16 00	4700	
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	
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	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
AMP	USA	0F 05 01	12 2D 01	4021	
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	
ACC	USA / USA	13 05 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
RADIO	USA	13 1A 1E	13 1A 1E	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	
FFCM	USA / USA	11 06 00	11 2B 00	4102	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1D 07	12 29 01	4004	5222F843 EBC2A42D 31B4913E
OBCM	USA	0F 0D 00	11 2B 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	11 16 00	11 15 00	4000	
VRM	USA / USA	0F 1C 00	11 32 13	4001	
RCCC	USA	0F 1D 00	11 25 00	4000	
CVPM	USA / USA	11 32 01	12 33 00	4003	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1D 07	12 29 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	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P2110	Electronic Throttle Control System Bank 1 - Forced Limited RPM	Stored
PDM	B2860-15	Door Ambient Light Control-Circuit Short to Battery or Open	Active
BPCM	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active

HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Active
VRM	B15AD-00	Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-	Stored

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	17959.1	miles
Accumulation Timer	0	minutes
Number of DTC	1	
Warm Up Cycles	0	
Starts Since Set Counter	24	
Ignition Key Cycles	39	
Key Cycles Since DTC Last Set Counter	39	
Good Trip Counter	0	

PDM | B2860-15 | Active | Door Ambient Light Control-Circuit Short to Battery or Open

NAME	VALUE	UNITS
Test Failed	True	
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	Error	
DTC Extended Data Record Number - All	01	
Frequency Counter	1	
Most Recent Odometer Value	17886	miles
Original Odometer Value	17886	miles
Operation Cycle Counter	0	

BPCM | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Confirmed DTC	True	

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

CVTN VP CLAMP	Normal	
CVTN FACT CKSUM ERR	Normal	
CVTN ANALOG FAULT ERR	Normal	
CVTN HREF FAULT	SNA	
CVTN HREF GND FAULT	Normal	
CVTN SYS RESET	Normal	
CVTN ADC CAL ERR	Active	
CVTN CUST ECC COR	Normal	
CVTN CRC FAULT L	Normal	
CVTN CUST ECC ERR	SNA	
CVTN FACT ECC COR	SNA	
CVTN ACT ECC ERR	SNA	
Fault trigger level 1	False	
Fault trigger level 2	False	
Fault trigger level 3	False	
Fault Path	01	
Key - DriveRdy (CAN)	True	
Battery Cell Highest Cell number	90	
Battery Cell Lowest Cell number	63	
Battery Temperature Lowest Sensor number	06	
Battery Temperature Number of Failing Sensors	00	
Battery Temperature Highest Sensor number	04	
HV Cooling Pump Relay Drive	Not Sourced	
Isolation Vehicle Diagnostic Status	Run and Passed	
Isolation Battery Diagnostic Status	Run and Passed	
Pump - Battery Coolant Level Low	False	
CVTN CUST CKSUM ERR	Normal	
Original Odometer Value	18005	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
FoM - for this DTC (lifetime fails counts on pass)	0.0000	seconds
FoM - for this DTC (lifetime longest fail on pass)	0.000	seconds
FoM - for this DTC (lifetime fails)	1	events
Most Recent Odometer Value	18005	miles
Battery Lifetime Miles	0.00	miles
System (12) Volts at time of fault	12.087	Volts
Vehicle Speed	0.0	MPH
Battery Total Time Awake	53437056	seconds
Vehicle mileage at time of fault (ODO signal in \$3D2)	18009.94	miles
Battery Lifetime AmpHrs of DisCharge	17194.8	AHr
Power Up SOC at time of Fault	70.6	%
HVIL PWM Frequency - Vehicle	87.9	Hz
HVIL PWM Duty Cycle - Vehicle	50.2	%
HVIL PWM peak voltage Sourced - Vehicle	10.966	Volts

Battery Lifetime AmpHrs of Charge	17241.0	AHr
HV Battery Current Sensor 2 Hall Low	0.00	Amps
HVIL PWM peak voltage Sensed - Vehicle	10.875	Volts
HVIL Returned current - Battery	30.60	mA
HVIL Source Voltage- Battery	1.399	Volts
HV Cooling Speed Pump 1 Target	0	rpm
HV Cooling Speed pump 1 Speed	0	rpm
SOC at time of Fault	70.6	%
HV Battery Current HVBatCrnt	0.00	Amps
BPCM temperature max	55	°F
BPCM temperature min	54	°F
WC and Circuitry 2.5V Reference Voltage	2.502	Volts
Isolation Circuitry Vd	0.000	Volts
Isolation Circuitry Vb	2.503	Volts
Isolation Circuitry Va	2.593	Volts
HV Battery Current Sensor 1 Hall High	-0.85	Amps
Charge indicator Temp	77	°F
WC and Circuitry Vcc Voltage	5.017	Volts
Cycles left to self heal	40	No Unit
WC and CircuitryISO 8V Reference Voltage	7.983	Volts
WC and Circuitry Weld Contactor Sensor G (Pack Negative) Voltage	0.2	Volts
HV Battery Charge Power 2sec	97185	watts
HV Battery Charge Power 10sec	86202	watts
HV Battery Discharge Power 2sec	98631	watts
HV Battery Discharge Power 10sec	96216	watts
Battery Lifetime Number Of Closes	7289	
Cell Impedance Max Discharge	0	mOhms
Battery Full AmpHr Capacity	46	AmpHrs
HV Battery Power	007530	watts
Cell Impedance Mim Discharge	0	mOhms
Battery Cell Voltage Maximum	3876	mV
Battery Cell Voltage Average	3870	mV
Battery Cell Voltage Minimum	3859	mV
HV Battery Voltage (Module Sum)	371.20	Volts
HV Sensor B Bus\Link (Pre-Fuse) Voltage	371.70	Volts
HV Sensor A Pack Voltage	371.70	Volts
HV Sensor D Heater (HVHTR Fuse) Voltage	371.70	Volts
HV Sensor C OBCM (HVOBC Fuse) Voltage	371.50	Volts
HV Battery Voltage (cell sum)	371.50	Volts
Battery Temperature Minimum Module	54	°F
Battery Temperature Maximum Module	55	°F
HV Sensor G Weld Contactor(Pack Negative) Voltage	0.2	Volts
Battery Temperature Average Module	55	°F
HV Cooling Battery coolant inlet temp	54	°F

HV Cooling OBCM temp inlet Temp	70	°F
Isolation Battery Impedance	0.8480	Mega Ohms
HV Cooling Battery coolant outlet temp	54	°F
Isolation Vehicle Impedance	7.6932	Mega Ohms

HCP | P0A3F-00 | Active | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed This Operation Cycle	True	
Test Failed	True	
Pending DTC	True	
Test Not Completed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Brake Switch Status	Applied	
PRND Position Display	N	
Propulsion System Active	False	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
HCP System Shutdown Command	Default	
Impact Event	False	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	17995.4	miles
Most Recent Odometer Value	18010.0	miles
Frequency Counter	29	
RAM stamps keyOn	15	sec
Real time clock	53710824	sec
Ignition Cycle Counter	1	

RAM Stamps	104533	Min
Accelerator Pedal Position	0	%
Engine Speed	0	rpm
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Barometric Pressure	15	PSI
Motor A Resolver Angle Offset	-7.20	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Angle Offset	3.20	Degree
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 2 Sense	13.104	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Available Motor Torque - Motor B	232.301	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	17.423	Ft-Lbs
Available Regen Torque - Motor A	-17.423	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	13.104	Volts
Battery Feed Voltage 3 Sense	12.960	Volts
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	Invalid Value	Degree
Outside Air Temperature	69.8	°F
Motor B Resolver Angle	314	Degree
HV Battery Voltage from BPCM	239.60	Volts
PIM DC Link Voltage - B	239	Volts
PIM DC Link Voltage - A	239	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase B	66	°F

Inverter B IGBT Temperature for phase C	66	°F
Inverter A IGBT Temperature for phase C	64	°F
Motor A Torque	0.000	Ft-Lbs
Distance Travelled with Light ON	0	miles
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor A Resolver Angle	Invalid Value	Degree
Motor B Resolver Angle	314	Degree
GPS Date - Day	1	Days
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	

HCP | POC19-00 | 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 Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Occurrence flag	Occurrence	
Pending DTC	True	
Warning Indicator Requested	True	
Ignition State	Reserved	
Brake Switch Status	Applied	
PRND Position Display	R	
Propulsion System Active	True	
PHEV Charging Status	No Charging	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	

Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Cross Conduction Fault - High-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 Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase V SPI Error Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Over Current 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 Hardware Error Fault - High-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 Over Current 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 Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Hybrid System State	Determine Hybrid System State	
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	
APM Status	Buck CV	
Impact Event	False	

HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Commanded Inverter A State	Torque Control	
Motor A Phase U Over Voltage Fault VDD - 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 Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - 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 V Over Voltage Fault VDD - High-SideSide	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 VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault 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 Cross Conduction Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VDD - 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 Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Under 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 Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	

Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Original Odometer Value	18000.8	miles
Frequency Counter	27	
RAM Stamps	104533	Min
Ignition Cycle Counter	1	
Actual Torque - Motor A	0.000	Ft-Lbs
Engine Coolant Temperature	63	°F
Accelerator Pedal Position	0	%
Most Recent Odometer Value	18010.0	miles
Real time clock	53710824	sec
Vehicle Speed	0.0000	MPH
Engine Speed	0	rpm
HV Battery SOC	62	%
Barometric Pressure	15	PSI
Available Motor Torque - Motor A	11.615	Ft-Lbs
Electric Motor A Speed	11.0	rpm
Inverter A Input DC Current	0.0	AMP
RAM stamps keyOn	15	sec
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Battery Feed Voltage 2 Sense	14.472	Volts
Internal EPS Voltage Sense A	7.992	Volts
Battery Feed Voltage 3 Sense	14.328	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	69.8	°F
PIM DC Link Voltage - B	360	Volts
PIM DC Link Voltage - A	360	Volts
Passive Pump Coolant Temp In Sensor	66	°F
Low Temp Active Pump Speed	0	rpm
Actual Torque - Motor B	-15.487	Ft-Lbs
Battery Feed Voltage 1 Sense	14.472	Volts
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Motor B - Inverter Current - phase A	-28	AMP
Motor B Resolver Angle	240	Degree
Motor B - Inverter Current - phase C	-16	AMP

Motor A Temp Sensor	64	°F
Motor B - Inverter Current - phase B	36	AMP
Commanded Torque - Motor B	-15.763	Ft-Lbs
Available Regen Torque - Motor A	-11.615	Ft-Lbs
Motor B Temp Sensor	64	°F
Motor A Resolver Angle	326	Degree
Inverter A IGBT Temperature for phase C	64	°F
HV Battery Voltage from BPCM	360.00	Volts
Electric Motor B Speed	-0.5	rpm
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Sleep Time	0	Days
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	66	°F
Inverter B IGBT Temperature for phase B	66	°F
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-15.487	Ft-Lbs
Motor A Resolver Angle	326	Degree
Motor A Temp Sensor	64	°F
GPS Date - Month	1	
GPS Date - Year	0	Year
UTC Time - Hours	0	Hours
GPS Date - Day	1	Days
ECU Time - Milliseconds	0	ms
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds

HCP | P1A21-00 | Stored | HV Battery Contactor Control Sequence Incorrect-

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	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	
Test Failed This Operation Cycle	False	
Occurrence flag	Occurrence	
Warning Indicator Requested	False	
Brake Switch Status	Applied	
PRND Position Display	P	
Propulsion System Active	False	
Ignition State	Ignition Off/ACC	

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP SW Version	1809A	
Impact Event	False	
SW Build Release Version	PIMC19A1809p0_1809A_RU_H	
HV Contactor Status	Open	
EPT LOC Diag Enable	Enable LOC Diagnostic	
APM Status	Idle	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Hybrid System State	SNA	
PHEV Charging Status	No Charging	
Original Odometer Value	18010.0	miles
Ignition Cycle Counter	0	
RAM stamps keyOn	15	sec
Real time clock	53437052	sec
Frequency Counter	1	
HV Battery SOC	71	%
Motor B Temp Sensor	95	°F
Most Recent Odometer Value	18010.0	miles
Accelerator Pedal Position	0	%
RAM Stamps	104239	Min
Motor A Temp Sensor	90	°F
Engine Speed	0	rpm
Motor A Torque	0.000	Ft-Lbs
Engine Coolant Temperature	54	°F
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Internal EPS Voltage Sense A	7.848	Volts
Commanded Torque - Motor A	0.000	Ft-Lbs
Barometric Pressure	15	PSI
Motor A - Inverter Current - phase A	0	AMP
Available Motor Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase B	-4	AMP
Actual Torque - Motor A	0.000	Ft-Lbs
Motor A - Inverter Current - phase C	-4	AMP
Vehicle Speed	0.0000	MPH
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B Resolver Angle	206	Degree
Electric Motor A Speed	4.0	rpm
Available Regen Torque - Motor B	-232.301	Ft-Lbs

Motor B Torque	0.000	Ft-Lbs
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
PIM DC Link Voltage - B	369	Volts
PIM DC Link Voltage - A	370	Volts
Electric Motor B Speed	0.5	rpm
HV Battery Voltage from BPCM	369.30	Volts
Outside Air Temperature	57.2	°F
HV Battery Sleep Time	0	Days
Inverter A IGBT Temperature for phase A	79	°F
Inverter A IGBT Temperature for phase C	79	°F
Inverter B IGBT Temperature for phase B	77	°F
Battery Feed Voltage 3 Sense	11.880	Volts
Battery Feed Voltage 1 Sense	11.952	Volts
Battery Feed Voltage 2 Sense	11.952	Volts
Inverter B IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	77	°F
UTC Time - Hours	0	Hours
Distance Travelled with Light ON	0	miles
Inverter A IGBT Temperature for phase B	81	°F
GPS Date - Year	0	Year
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
GPS Date - Day	1	Days
GPS Date - Month	1	

HCP | P1B03-00 | Active | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
DTC	1B 03 00	
Test Failed	True	
Pending DTC	True	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Propulsion System Active	False	

Ignition State	Reserved	
PRND Position Display	N	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
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	SNA	
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
HCP System Shutdown Command	Default	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	18010.0	miles
Original Odometer Value	18010.0	miles
Frequency Counter	19	
RAM stamps keyOn	15	sec
Ignition Cycle Counter	1	
Real time clock	53710824	sec
Accelerator Pedal Position	0	%
RAM Stamps	104533	Min
HV Battery SOC	62	%
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	64	°F
Barometric Pressure	15	PSI
Engine Speed	0	rpm
Motor B Temp Sensor	64	°F
Engine Coolant Temperature	63	°F
Motor A Resolver Angle Offset	-7.20	Degree
Motor B Resolver Angle Offset	3.20	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	12.960	Volts
Internal EPS Voltage Sense A	3.816	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	1.728	Volts

Commanded Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Electric Motor A Speed	4.0	rpm
Electric Motor B Speed	0.0	rpm
Available Motor Torque - Motor B	232.301	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Battery Feed Voltage 1 Sense	12.960	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Motor A - Inverter Current - phase C	-4	AMP
Motor A - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Outside Air Temperature	69.8	°F
Motor A Resolver Angle	Invalid Value	Degree
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	314	Degree
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	4	Volts
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase A	64	°F
HV Battery Voltage from BPCM	180.00	Volts
Inverter A IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase A	66	°F
Inverter B IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase B	64	°F
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
HV Battery Sleep Time	0	Days
Motor B Resolver Angle	314	Degree
GPS Date - Month	1	
GPS Date - Year	0	Year
GPS Date - Day	1	Days
Motor A Resolver Angle	Invalid Value	Degree
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AD-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Media Port 1-

NAME	VALUE	UNITS
DTC	95 AD 00	
Test Not Completed This Operation Cycle	False	

Pending DTC	False	
Test Failed Since Last Clear	True	
Test Failed This Operation Cycle	False	
Test Failed	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Occurrence flag	Error	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Ignition Cycle Counter	86	
Most Recent Odometer Value	17935	miles
Frequency Counter	1	
Original Odometer Value	17935	miles

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P2110

No Snapshot Data available for B2860-15

No Snapshot Data available for P1A21-00

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1A21-00

No Snapshot Data available for P1B03-00

No Snapshot Data available for B15AD-00