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HEV TRANSMISSION DIAGNOSTIC WORKSHEET

Print Form

SERVICE ADVISOR SECTION

Dealer Name: MARTIN DODGE

Contact Name: [REDACTED]

Dealer Code: [REDACTED]

Phone # & Fax # [REDACTED] 27 [REDACTED]

Date: Jul 23, 2021

Last 8 Digits of VIN: [REDACTED]

RO #: 615786

Mileage: 18370

Repeat Complaint: ☐ Yes ☐ No

Complaint: STOP

Check all that apply

Category	Does Not Occur	Slips	Late or Delayed	Early	Harsh	Shudder	Search Busy	Stalls
Engagement into Drive	☐	☐	☐	☐	☐	☐	☐	☐
Engagement into Reverse	☐	☐	☐	☐	☐	☐	☐	☐
Light Acceleration	☐	☐	☐	☐	☐	☐	☐	☐
Heavy Acceleration	☐	☐	☐	☐	☐	☐	☐	☐
Constant Speed (Indicate)	☐	☐	☐	☐	☐	☐	☐	☐
Coasting	☐	☐	☐	☐	☐	☐	☐	☐
Heavy Braking	☐	☐	☐	☐	☐	☐	☐	☐
Light Braking	☐	☐	☐	☐	☐	☐	☐	☐
Kickdown / WOT Accel.	☐	☐	☐	☐	☐	☐	☐	☐

WARNING LIGHTS: READY ☐ ENGINE ☒ FUEL ☐ ANTI-LOCK ☐ TRACTION CONTROL ☐ ETC ☐ HEV SERVICE ☐

When does this Performance Related Concern occur? Check all that apply.

☐ Always	☐ Electric	☐ Gear Selector Position [REDACTED]	☐ During Engine Auto Stop
☒ Intermittent	☐ At Idle	☐ Extremely Hot (Above 90 F)	☐ During Engine Auto Start
☐ Trans Hot	☐ Part Throttle	☐ Extremely Cold (Below 10 F)	☐ During Launch From Stop
☐ Trans Cold	☐ Wide Open Throttle	☐ On Severe Incline / Grade	☐ High Altitude
☐ Braking	☐ While Towing	☐ FuelSaver On (MDS Active)	☐ At [REDACTED] MPH
☐ Cornering	☐ Tow Haul Active	☐ Fuel Level [REDACTED]	

Other: [REDACTED]

Drive Conditions. Check all that apply.

ROAD CONDITION	SURFACE CONDITION	ROAD TYPE	TRAFFIC CONDITION
☒ Smooth	☐ Wet	☐ Dirt	☐ Stop & Go
☐ Bumpy	☒ Dry	☐ Cement	☐ Light Traffic
☐ Flat		☒ Gravel	☒ Heavy Traffic
			☐ Black Top

LEAKS: When NONE

LEAKS: Where NONE

NOISE CONCERN		NOISE CONCERN OCCURS WHEN	
☐ Buzz	☐ Clunk	☐ Moving	☐ In Gear
☐ Whine	☐ Rattles	☐ Still	☐ Out of Gear
			☐ Braking
			☐ Coast Down (Regen.)

TECHNICIAN SECTION - High Voltage Technician must be fully HEV certified

Please Provide Environmental Data Condition Duplication? ☐ Yes ☒ No

Description of Issue: QUIT PULLING IN ELEC MODE. HAD TO PULL OVER AND TURN OFF VECH AND TURN BACK ON

Physical Underbody / Wheel Damage: NONE

Trans Fluid Level: ☒ Correct ☐ Low ☐ High

Shift Level Status Test: HCP ☒ Passed ☐ Failed

TCM: ☐ Passed ☐ Failed

Fluid Condition: ☐ Normal ☒ Burnt ☐ Metal Contamination

Does the issue occur with the Regenerative Brake System turned off? ☐ Yes ☒ No

DTC's Before Repair / Replace

Software PART #:

HCP P0A43-00 P0C19-00

HCP 5190265AF

PCM

PCM

TCM

TCM

DTCM

DTCM

ABS

ABS

Line Pressure	Commanded	Estimated	Gauge
When Required by Service Manual			
Park (Main)	☐	☐	☐
Drive (Main)	☐	☐	☐
Park (Aux)	☐	☐	☐
Drive (Aux)	☐	☐	☐

Are there any non-factory installed devices or modifications to the vehicle (CB radio, axle ratio changes, tire size changes, heavy electrical draw add-ons, etc):

☐ Yes ☐ No If Yes, please describe [REDACTED]

Is this a fleet, taxi, or delivery vehicle? ☐ Yes ☒ No

TECHNICIAN DIAGNOSIS: NEEDS TRANS

TECHNICIAN ID # S28845B

TECHNICIAN SIGNATURE: JIMMY KNIGHT







DEFINITIONS OF NOISE

Boom - A sound like a drum roll or distant thunder

Buzz - Like a bumble bee

Chatter – A metallic noise that repeats rapidly

Chirp – A high-pitched noise similar to a bird

Clank – A banging sound, like something being dropped

Click - A light sound like a ball point pen being clicked

Clunk - A metal to metal sound like a hammer striking steel

Creak - Like walking on an old wooden floor

Grind - An abrasive sound, like a grinding stone

Growl - A low sound, like an angry dog

Hiss - The sound that a leak in a tire makes

Hum - A low pitch steady sound like the note of an organ

Knock - Like a knock on a door

Pop - A sound like opening a bottle of champagne

Rattle - Like shaking a baby rattle

Rumble - A low pitch sound like a bass or kettle drum roll

Squeak - Like tennis shoes on a clean floor

Squeal - A high pitch sound like finger nails against a chalk board

Tap – A light hammering noise, sometimes rhythmic or intermittent

Thump - Heavy, muffled knock noise

Tick - Like a clock second hand

Whine - A high pitch sound like an electric motor or drill

Whistle - A high pitch sound like a note of a flute or piccolo



VEHICLE SCAN REPORT

Vehicle 2020 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 18370.8 miles
Publication Date Jul 16, 2021, 10:09:30 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	PART #
PCM	Powertrain Control Module	CAN-C	68444229AE	68444229AE
ICS	Integrated Center Stack	CAN-I	6UX601X8AA	6UX601X8AA
RFH	Radio Frequency Hub	CAN-C	68453559AB	68453559AB
ESM	Electronic Shifter	CAN-C	68240089AM	68240089AM
ORC	Occupant Restraint	CAN-C	68405567AC	68405567AC
EPS	Electric Power Steering	CAN-C	68460392AA	68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68447893AC	68447893AC
DDM	Driver Door Module	CAN-I	68424449AC	68424449AC
PDM	Passenger Door Module	CAN-I	68424448AC	68424448AC
DMRL	Door Module Rear Left	CAN-I	68225096AG	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AD	68369596AD
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AD	68369596AD
MSM	Memory Seat Module	CAN-I	68321862AC	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	68316094AF
CSWM	Comfort Seat Wheel Module	CAN-I	68434912AC	68434912AC
AMP	Amplifier	CAN-I	68448067AA	68448067AA
IPC	Instrument Panel Cluster	CAN-C	68434956AC	68434956AC
PTS	Parktronics	CAN-C	68193772AJ	68193772AJ
SCCM	Steering Column Control Module	CAN-C	68360889AD	68360889AD
BCM	Body Controller	CAN-C	68424601AD	68424601AD

RADIO	Radio	CAN-I	68461768AD		68461768AD
OCM	Occupant Classification	CAN-C	68403127AA		68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB		68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB		04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB		04672786AB
EDM	External Disc Module	CAN-I	68378304AA		68378304AA
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD		05193166AD
HCP	Hybrid Control Processor	CAN-C	05190265AF		05190265AF
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC		68321862AC
DSM	Display Screen Module	CAN-I	68316174AC		68316174AC
VRM	Video Routing Module	CAN-I	68376134AG		68376134AG
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190266AF		05190266AF
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68461812AA		68461812AA
SGW	Security Gateway Module	CAN-C	68447193AB		68447193AB

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	DFF8E724
ICS	USA	0F 0C 00	12 25 00	4400	
RFH	USA / USA	10 17 00	13 09 00	4A00	
ESM	USA / USA	0F 24 00	12 28 FF	4402	
ORC	USA / USA	11 1F 00	12 2B 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	
HVAC	USA	0E 09 00	13 05 01	4401	
DDM	USA	11 07 00	13 0B 00	4202	
PDM	USA	11 07 00	13 0B 00	4202	
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	14 10 12	4001	
PSDMR	USA / USA	10 17 00	14 10 12	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
PLGM	USA	17 19 00	18 22 00	4202	
CSWM	USA	11 2A 00	13 2C 00	4302	
AMP	USA	0F 06 01	12 2E 01	4021	
IPC	USA / USA	12 06 00	13 27 00	4704	
PTS	USA	0E 32 00	12 1F 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	13 0C 90	4415	
RADIO	USA	13 31 14	13 31 14	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	
EDM	USA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM	Not programmed / COUNTRY_SNA	0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1F 04	19 48 01	4005	6AE19B37 847169A3 050DC953
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	13 29 00	12 23 00	4000	
VRM	USA / USA	0F 1C 00	13 26 11	4001	
RCCC	USA	0F 1D 00	13 04 00	4000	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	19 48 01	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	E5898FA5
ABSO	USA	0E 15 02	12 2E 1E	4201	73EEDB6B
SGW		5	779	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
HVAC	U11BB-00	Lost Communication with Video Routing Module-	Stored
DMRL	B19E1-2A	Sliding Door Handle Switch-Stuck	Stored
RADIO	B280B-00	NTSC Video Input-	Stored
RADIO	U11BB-00	Lost Communication with Video Routing Module-	Stored
EDM	U11BB-00	Lost Communication with Video Routing Module-	Stored
HCP	P0A43-00	Drive Motor "A" Position Sensor Circuit Intermittent-	Stored
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Stored

ENVIRONMENTAL DATA SUMMARY

[HVAC | U11BB-00 | Stored | Lost Communication with Video Routing Module-](#)

NAME	VALUE	UNITS
Test Failed	False	
Pending DTC	False	
Test Failed Since Last Clear	True	
Confirmed DTC	True	
Test Failed This Operation Cycle	False	
Test Not Completed Since Last Clear	False	
Occurrence flag	ERROR	
Warning Indicator Requested	False	
Test Not Completed This Operation Cycle	False	
Most Recent Odometer Value	18174	miles
Original Odometer Value	18174	miles
Ignition Cycle Counter	17	
Frequency Counter	1	

DMRL | B19E1-2A | Stored | Sliding Door Handle Switch-Stuck

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Test Not Completed This Operation Cycle	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Most Recent Odometer Value	18184	miles
Frequency Counter	2	
Original Odometer Value	18184	miles
Ignition Cycle Counter	14	

RADIO | B280B-00 | Stored | NTSC Video Input-

NAME	VALUE	UNITS
DTCTable	A8 0B 00	
TestFailedThisMonitoringCycle	False	
TestFailed	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
Occurance Flag	Occurrence	
DTCExtendedDataRecordNumber	FF	
Reserved	Reserved	

Event Counter	63	
RDI \$6080	60 80	
Most Recent Odometer Value	18363	miles
Frequency Counter	255	
Ignition Counter	1	
Original Odometer Value	17677	miles

RADIO | U11BB-00 | Stored | Lost Communication with Video Routing Module-

NAME	VALUE	UNITS
DTCTable	D1 BB 00	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Warning Indicator Requested	False	
Test Not Completed This Monitoring Cycle	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
RDI \$6080	60 80	
Event Counter	63	
Ignition Counter	1	
Frequency Counter	1	
Original Odometer Value	18174	miles
Most Recent Odometer Value	18174	miles

EDM | U11BB-00 | Stored | Lost Communication with Video Routing Module-

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Occurrence	
Most Recent Odometer Value	18174	miles
Original Odometer Value	18174	miles
Frequency Counter	1	
Ignition Cycle Counter	2	

HCP | POA43-00 | Stored | Drive Motor "A" Position Sensor Circuit Intermittent-

NAME	VALUE	UNITS
DTC	0A 43 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Propulsion System Active	True	
PRND Position Display	D	
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 Degradation of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	Propulsion System Active	
HCP ePT Wake-Up Output	On	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
CBC Wake-Up Input	Off	
Impact Event	False	
HCP System Shutdown Command	Default	
APM Status	Buck CV	
Motor B Resolver Offset Learn Erase	not requested	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Original Odometer Value	18032.5	miles
Ignition Cycle Counter	2	
RAM stamps keyOn	1500	sec
Most Recent Odometer Value	18251.2	miles
RAM Stamps	74196	Min
Frequency Counter	7	
HV Battery SOC	47	%
Vehicle Speed	76.3316	MPH
Real time clock	29307864	sec
Engine Coolant Temperature	153	°F
Motor B Temp Sensor	165	°F
Barometric Pressure	14	PSI

Accelerator Pedal Position	0	%
Engine Speed	0	rpm
Motor B Resolver Angle Offset	0.80	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Angle Offset	-0.80	Degree
Motor A Temp Sensor	165	°F
Motor B Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	14.400	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.064	Volts
Actual Torque - Motor B	13.367	Ft-Lbs
Available Regen Torque - Motor A	-46.921	Ft-Lbs
Commanded Torque - Motor A	-12.353	Ft-Lbs
Actual Torque - Motor A	-12.445	Ft-Lbs
Available Motor Torque - Motor B	77.249	Ft-Lbs
Available Motor Torque - Motor A	46.921	Ft-Lbs
Electric Motor B Speed	8462.5	rpm
Commanded Torque - Motor B	13.274	Ft-Lbs
Available Regen Torque - Motor B	-77.249	Ft-Lbs
Electric Motor A Speed	-10434.5	rpm
Battery Feed Voltage 3 Sense	14.256	Volts
Outside Air Temperature	93.2	°F
Motor A - Inverter Current - phase B	56	AMP
Motor B - Inverter Current - phase C	-32	AMP
Motor B - Inverter Current - phase B	72	AMP
Motor A - Inverter Current - phase A	-4	AMP
Inverter A IGBT Temperature for phase B	111	°F
Inverter B IGBT Temperature for phase C	111	°F
HV Battery Voltage from BPCM	336.50	Volts
Inverter B IGBT Temperature for phase A	109	°F
Motor A - Inverter Current - phase C	-60	AMP
Inverter A IGBT Temperature for phase A	113	°F
HV Battery Sleep Time	0	Days
GPS Date - Year	0	Year
Motor B - Inverter Current - phase A	-40	AMP
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
Inverter A IGBT Temperature for phase C	111	°F
GPS Date - Month	1	
PIM DC Link Voltage - B	335	Volts
UTC Time - Hours	0	Hours
Motor B Torque	13.367	Ft-Lbs
Distance Travelled with Light ON	3	miles

Inverter B IGBT Temperature for phase B	109	°F
GPS Date - Day	1	Days
PIM DC Link Voltage - A	338	Volts
Motor A Torque	-12.445	Ft-Lbs
Battery Feed Voltage 1 Sense	14.400	Volts

HCP | P0C19-00 | Stored | Drive Motor A Torque Delivered Performance-

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

Motor A Phase V Thermal Shutdown Fault - High-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase V Cross Conduction Fault - Low-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 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 Over Current Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Thermal Shutdown Fault - High-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase W SPI Error Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - High-Side	False	
Motor A Phase W Short 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 Cross Conduction Fault - Low-Side	False	
Motor A Phase W Thermal Warning Fault - Low-Side	False	
Motor A Phase W Over Current Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Hybrid System State	Propulsion System Active	
HV Contactor Status	Closed	
Inverter B Status Feedback	Normal On	
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	
J1772 Prox Detected State	Prox Out	
HCP System Shutdown Command	Default	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
OBCM Operating Mode	UTC	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Commanded Inverter A State	Torque Control	
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 Over Voltage Fault VL - High-Side	False	

Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Motor A Phase U Over Voltage Fault VDD - High-Side	False	
Motor A Phase U Under Voltage Fault VH - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-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 U Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase V Under Voltage Fault VL - High-Side	False	
Motor A Phase V Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase W Cross Conduction Fault - High-Side	False	
Motor A Phase 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 Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Over Voltage Fault VL - High-Side	False	
Motor A Phase W Under Voltage Fault VL - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase W Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Over Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Original Odometer Value	18260.0	miles
Most Recent Odometer Value	18260.0	miles
RAM Stamps	74202	Min
Accelerator Pedal Position	0	%
Real time clock	29308262	sec

Frequency Counter	1	
Engine Speed	432	rpm
Ignition Cycle Counter	2	
Actual Torque - Motor A	7.190	Ft-Lbs
HV Battery SOC	28	%
Available Motor Torque - Motor A	30.236	Ft-Lbs
Electric Motor A Speed	-9219.5	rpm
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 3 Sense	14.328	Volts
Battery Feed Voltage 2 Sense	14.328	Volts
PIM DC Link Voltage - A	320	Volts
Internal EPS Voltage Sense A	8.208	Volts
PIM DC Link Voltage - B	316	Volts
Engine Coolant Temperature	169	°F
Passive Pump Coolant Temp In Sensor	108	°F
Low Temp Active Pump Speed	3744	rpm
Internal EPS Voltage Sense B	8.064	Volts
Outside Air Temperature	91.4	°F
RAM stamps keyOn	1905	sec
Battery Feed Voltage 1 Sense	14.400	Volts
Actual Torque - Motor B	65.726	Ft-Lbs
Available Regen Torque - Motor B	-64.805	Ft-Lbs
High Temp Aux Pump - Actual Speed	6000	rpm
Available Regen Torque - Motor A	-14.288	Ft-Lbs
Commanded Torque - Motor A	29.222	Ft-Lbs
Motor B - Inverter Current - phase A	224	AMP
Motor B - Inverter Current - phase B	-196	AMP
Commanded Torque - Motor B	56.877	Ft-Lbs
Motor B Resolver Angle	180	Degree
Motor B Temp Sensor	183	°F
Motor B - Inverter Current - phase C	-44	AMP
Inverter A IGBT Temperature for phase A	117	°F
Electric Motor B Speed	9091.0	rpm
HV Battery Voltage from BPCM	320.70	Volts
Inverter B IGBT Temperature for phase A	115	°F
Inverter A IGBT Temperature for phase B	115	°F
Barometric Pressure	14	PSI
Inverter B IGBT Temperature for phase B	115	°F
Inverter A Input DC Current	0.0	AMP
Inverter B IGBT Temperature for phase C	117	°F
Distance Travelled with Light ON	9	miles

Motor A Torque	7.190	Ft-Lbs
Motor B Torque	65.726	Ft-Lbs
Inverter A IGBT Temperature for phase C	115	°F
UTC Time - Minutes	0	
Vehicle Speed	81.7977	MPH
GPS Date - Day	1	Days
Available Motor Torque - Motor B	64.805	Ft-Lbs
ECU Time - Milliseconds	0	ms
UTC Time - Hours	0	Hours
GPS Date - Month	1	
GPS Date - Year	0	Year
HV Battery Sleep Time	0	Days
UTC Time - Seconds	0	seconds

SNAPSHOT DATA SUMMARY

- No Snapshot Data available for U11BB-00
- No Snapshot Data available for B19E1-2A
- No Snapshot Data available for B280B-00
- No Snapshot Data available for U11BB-00
- No Snapshot Data available for U11BB-00
- No Snapshot Data available for P0A43-00
- No Snapshot Data available for P0C19-00