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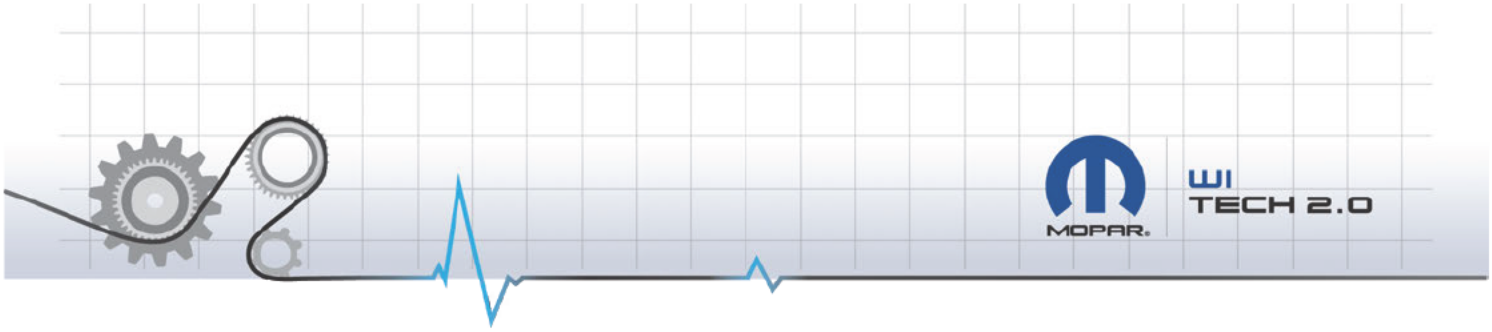

VEHICLE SCAN REPORT

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

Odometer 10015.9 miles
Publication Date Dec 23, 2021, 4:37:22 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	[redacted]	PART #
PCM	Powertrain Control Module	CAN-C	68444228AE		68444228AE
ICS	Integrated Center Stack	CAN-I	6UX621X8AA		6UX621X8AA
RFH	Radio Frequency Hub	CAN-C	68453559AB		68453559AB
ESM	Electronic Shifter	CAN-C	68240089AM		68240089AM
ORC	Occupant Restraint	CAN-C	68453076AD		68453076AD
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	68434956AD		68434956AD
PTS	Parktronics	CAN-C	68193775AJ		68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AD		68360889AD
BCM	Body Controller	CAN-C	68424601AF		68424601AF

ACC	Adaptive Cruise Control	CAN-C	68417813AF		68417813AF
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
FFCM	Forward Facing Camera Module	CAN-C	68493395AA		68493395AA
EDM	External Disc Module	CAN-I	68378304AB		68378304AB
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AF		05193166AF
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
CVPM	Central vision processing module	CAN-I	68375113AB		68375113AB
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	68471122AD		68471122AD
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	31D751B0
ICS	USA	0F 0C 00	12 25 00	4700	
RFH	USA / USA	10 17 00	13 09 00	4A00	
ESM	USA / USA	0F 24 00	12 28 FF	4402	
ORC	USA / USA	12 1A 00	13 2E 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	14 0B 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	14 1B 90	4415	
ACC	USA / USA	14 12 01	14 1D 01	4400	
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	
FFCM	USA / USA	11 06 00	13 1E 00	4102	
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	14 17 00	4005	D721612D
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	
CVPM	USA / USA	11 32 01	12 33 00	4003	
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	14 1B 26	4201	4F158D1B
SGW		5	779	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P0113	Intake Air Temperature Sensor 1 Circuit High	Pending
DMRL	B224F-54	Door Module Internal-Missing Calibration	Active
DMRR	B224F-54	Door Module Internal-Missing Calibration	Active

HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active
HCP	P0A43-00	Drive Motor "A" Position Sensor Circuit Intermittent-	Stored
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active

ENVIRONMENTAL DATA SUMMARY

PCM | P0113 | Pending | Intake Air Temperature Sensor 1 Circuit High

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

DMRL | B224F-54 | Active | Door Module Internal-Missing Calibration

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	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	10012	miles
Most Recent Odometer Value	10012	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

DMRR | B224F-54 | Active | Door Module Internal-Missing Calibration

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	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	10012	miles
Most Recent Odometer Value	10012	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

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

NAME	VALUE	UNITS
DTC	0A 3F 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	10015.9	miles
Most Recent Odometer Value	10015.9	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	35027708	sec
RAM stamps keyOn	270	sec
RAM Stamps	8	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Applied	
PHEV Charging Status	No Charging	
Engine Speed	1101	rpm
HV Battery SOC	34	%
Ignition State	Ignition Off/ACC	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	68	°F
Motor B Temp Sensor	68	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	64	°F
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 Angle Offset	-10.80	Degree
Motor B Resolver Angle Offset	3.60	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Track	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	11.736	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.064	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	11.892	Ft-Lbs
Available Motor Torque - Motor A	22.124	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	-5.439	Ft-Lbs
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Commanded Torque - Motor A	-5.439	Ft-Lbs
Commanded Torque - Motor B	5.162	Ft-Lbs
Electric Motor A Speed	3807.5	rpm
Electric Motor B Speed	1.5	rpm
Battery Feed Voltage 1 Sense	11.808	Volts
Battery Feed Voltage 3 Sense	11.808	Volts
Hybrid System State	Determine Hybrid System State	
Motor A - Inverter Current - phase A	-84	AMP
Motor A - Inverter Current - phase B	-60	AMP
Motor A - Inverter Current - phase C	144	AMP
Motor B - Inverter Current - phase A	-28	AMP
Motor B - Inverter Current - phase B	24	AMP
Motor B - Inverter Current - phase C	0	AMP
Outside Air Temperature	68.0	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	345.60	Volts
PIM DC Link Voltage - A	343	Volts
PIM DC Link Voltage - B	348	Volts
Inverter A IGBT Temperature for phase A	72	°F
Inverter A IGBT Temperature for phase B	68	°F
Inverter A IGBT Temperature for phase C	70	°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	70	°F

APM Status	Off	
Impact Event	False	
HCP System Shutdown Command	Default	
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	11.892	Ft-Lbs
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Motor B Resolver Offset Learn Erase	not requested	
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

HCP | P0A43-00 | Stored | Drive Motor "A" Position Sensor Circuit Intermittent-

NAME	VALUE	UNITS
DTC	0A 43 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	10015.9	miles
Most Recent Odometer Value	10015.9	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	35027536	sec
RAM stamps keyOn	90	sec
RAM Stamps	5	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	34	%
Ignition State	Reserved	
PRND Position Display	P	

Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	68	°F
Motor B Temp Sensor	66	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	64	°F
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 Angle Offset	-10.80	Degree
Motor B Resolver Angle Offset	3.60	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Degradation of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	11.880	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.064	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor A Speed	2.0	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	12.024	Volts
Battery Feed Voltage 3 Sense	11.952	Volts
Hybrid System State	Inverters Enabled	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Outside Air Temperature	68.0	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	345.70	Volts
PIM DC Link Voltage - A	343	Volts

PIM DC Link Voltage - B	348	Volts
Inverter A IGBT Temperature for phase A	66	°F
Inverter A IGBT Temperature for phase B	64	°F
Inverter A IGBT Temperature for phase C	64	°F
Inverter B IGBT Temperature for phase A	64	°F
Inverter B IGBT Temperature for phase B	64	°F
Inverter B IGBT Temperature for phase C	64	°F
APM Status	Off	
Impact Event	False	
HCP System Shutdown Command	Default	
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Motor B Resolver Offset Learn Erase	not requested	
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

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

NAME	VALUE	UNITS
DTC	0C 19 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	10015.9	miles
Most Recent Odometer Value	10015.9	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	35027812	sec
RAM stamps keyOn	0	sec
RAM Stamps	8	Min

Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	34	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Barometric Pressure	14	PSI
Engine Coolant Temperature	64	°F
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	9.403	Ft-Lbs
Inverter A Input DC Current	0.0	AMP
Electric Motor A Speed	-21.5	rpm
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Over Current 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 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 SPI Error Fault - High-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 Cross Conduction Fault - Low-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 U Thermal Shutdown 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 V Cross Conduction Fault - High-Side	False	
Motor A Phase V Over Current 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 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 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 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 SPI Error Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	11.736	Volts
Battery Feed Voltage 3 Sense	11.808	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.064	Volts
Hybrid System State	Determine Hybrid System State	
PIM DC Link Voltage - A	343	Volts
PIM DC Link Voltage - B	348	Volts
Passive Pump Coolant Temp In Sensor	66	°F
Low Temp Active Pump Speed	0	rpm
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	68.0	°F
HV Contactor Status	Closed	
Inverter B Status Feedback	Normal On	
Battery Feed Voltage 1 Sense	11.880	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-9.403	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	0	AMP

Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	158	Degree
Motor B Temp Sensor	77	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Disable LOC Daignostic	
HV Battery Voltage from BPCM	345.70	Volts
Electric Motor B Speed	0.0	rpm
Inverter A IGBT Temperature for phase A	32	°F
Inverter A IGBT Temperature for phase B	32	°F
Inverter A IGBT Temperature for phase C	32	°F
Inverter B IGBT Temperature for phase A	32	°F
Inverter B IGBT Temperature for phase B	32	°F
Inverter B IGBT Temperature for phase C	32	°F
APM Status	Off	
Impact Event	False	
HCP System Shutdown Command	Default	
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Commanded Inverter A State	Torque Control	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VH - 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 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 VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - 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 V Over Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase V Under Voltage Fault VL - High-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 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 Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - 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 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 Over Voltage Fault VL - 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 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	
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P0113

No Snapshot Data available for B224F-54

No Snapshot Data available for B224F-54

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0A43-00

No Snapshot Data available for P0C19-00

16.9 FL OZ (50

Isometric View.

View 2D - View 3D

View 2D - View 3D

Location View Links

...gnosis and Testing

...RCUIT

...sor and Warranty Claims

...all Leak Verification Test

FOR: All U.S. Dea
All U.S. Bu

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5. CHECK THE RESOLVER RESISTANCES

1. Perform resistance measurements between the circuits at the Transmission Assembly interface connector (Transmission side) and compare the readings to the values shown in the table.

Perform Resistance Measurements Between These Circuits	Resistance Values
(T372) Resolver A Sin Hi — (T374) Resolver A Sin Lo 16.0	14.0–21.0 Ohms
(T371) Resolver A Cos Hi — (T373) Resolver A Cos Lo 18.0	16.0–24.0 Ohms
(T370) Resolver A Excitation Hi — (T375) Resolver A Excitation Lo 7.0	6.8–10.2 Ohms

...e the measurements within the values shown in the table?

Go To 6

...Replace the Transmission in accordance with the Service Information.
...erform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (
...tandard Procedure).

...THE RESOLVER FOR A SHORT TO GROUND

...continuity between ground and each of the following Resolver circuits at the Transmission As
...onnector (Transmission side).

...2) Resolver A Sin Hi — OL