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CONFIGURATION REPORT

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

Odometer 32836.0 miles
Publication Date May 17, 2022, 3:47:37 PM

ECU SUMMARY INFO

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

HSM	Heated Seat Module	CAN-I	68421106AA			68421106AA
RADIO	Radio	CAN-I	68461768AD	2C4RC1		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	04672776AA			04672776AA
EDM	External Disc Module	CAN-I	68378304AA			68378304AA
APM	Accessory Power Module	CAN-C	05185046AB			05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD			68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AP			05190240AP
OBCM	On Board Charging Module	CAN-C	05185047AD			05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC			68321862AC
DSM	Display Screen Module	CAN-I	68316174AB			68316174AB
VRM	Video Routing Module	CAN-I	68376134AE			68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA			68405948AA
CVPM	Central vision processing module	CAN-I	68375113AA			68375113AA
EAC	Electric A/C Compressor	CAN-C	68237995AG			68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AP			05190241AP
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB			68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68283578AD			68283578AD
SGW	Security Gateway Module	CAN-C	68420261AA			68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	
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 1A 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	12 27 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
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	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	12 07 04	4005	
HCP	USA	11 1D 07	14 08 01	4005	
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 13 04	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	
ABSO	USA	0E 15 02	14 13 17	4201	
SGW		5	564	4102	

CONFIGURATION

PCM CONFIGURATION

NAME	VALUE	UNITS
Secondary Mass Airflow Sensor Equipped	False	
Active Exhaust Pressure Sensor Equipped	False	

Active Exhaust Valve(s) Equipped	False	
Electronic Parking Brake Equipped	True	
Wastegate HBridge Equipped	False	
Mechanical Coolant Pump Equipped	False	
Aux Coolant Pump Heater Equipped	False	
Heater Temp Control Valve Equipped	False	
High Side Port Tumble Valve Equipped	False	
A/C Equipped	True	
VLP Equipped Indicator	False	
Aisin 6-Speed RWD Transmission Equipped	False	
2.0 Liter W14 engine	False	
Buffered Crank Output for ANC (Active Noise Cancellation) Equipped	True	
Linear PWM Fan Relay System Equipped	False	
O2 Sensor Bank 2 Sensor 1 Equipped	True	
Electronic Automatic Transmission (EATX) Equipped	False	
CUSW PROXI Write Programming Support Enabled	False	
3.7 Liter V6 Engine	False	
Adaptive Cruise Control Hardware Equipped	False	
Wide Range O2 Sensor 1/1 Equipped	False	
2.7 Liter V6 Engine	False	
Wastegate H-Bridge Equipped	Undefined	
Dual Stage Oil Pump Equipped	True	
O2 Sensor Bank 1 Sensor 2 Equipped	True	
Air Shutoff Valve Bank 1 Control Solenoid 1 Equipped	False	
VLP Is Learnable Indicator	False	
O2 Sensor Bank 1 Sensor 3 Equipped	False	
Knock Sensor 1 Equipped	True	
Coolant On-Off Pump Equipped	False	
ICC Cruise Equipped	False	
Vehicle Speed Sensor #1 Calculated from CAN	False	
Exhaust Cam 1 Equipped	True	
Primary Lin Alternator Equipped	False	
Air Shutoff Valve Bank 1 Control Solenoid 2 Equipped	False	
CUSW (11-Bit) Equipped	False	
Unleaded diesel fuel	False	
PTO System Equipped	False	
Duty Cycle Purge Valve Equipped	True	
Cooled EGR Equipped	False	
Dual Fuel Tank Equipped	False	
Power Steering Switch Equipped	False	
Low Temperature Radiator Coolant Pump Equipped	False	
Constant Heater Temperature Control Valve Equipped	False	
VFS Actuators Available Indicator	False	
1 Speed Fan Mechanical Relay System Equipped	False	

4 Speed Automatic Transmission Equipped	False	
Engine Oil Heater Cooler Equipped	True	
Electric Thermostat Heater Equipped	False	
Supercharger Equipped	False	
Wide Range O2 Sensor 2/1 Equipped	False	
Inrush Current Reduction Relay Equipped	False	
High Side Port Tumble Valve Equipped	Undefined	
Active Grille Shutter Equipped	False	
Coolant On-Off Valve Equipped	False	
2 Speed Fan 3 Driver 3 Relay System Equipped	False	
Engine Stop Start Equipped	False	
2.4 Liter WI4 engine	False	
GPEC4 Equipped	False	
Next Gen Bus Equipped	False	
Compressed Natural Gas Equipped	False	
Secondary Air Equipped	False	
MDS Equipped	False	
Transmission Oil Heater Equipped	False	
1.8 Liter WI4 engine	False	
Knock Sensor 2 Equipped	True	
4.7 Liter V8 Engine	False	
5.7 Liter V8 Engine	False	
O2 Sensor Bank 1 Sensor 1 Equipped	True	
DUAL_ALTERNATOR_GEN1_LEARNEDCOPY	False	
Cummins Equipped	False	
Active Engine Mount Equipped	False	
4 Button Integrated Cruise Control	False	
3.3 Liter V6 Engine	False	
Intake Cam 1 Equipped	True	
Transmission Software Included	False	
45RFE / 545RFE / 65RFE	False	
Vehicle Speed Sensor #1 Calculated by ECU	False	
Tumble Generator Valve Equipped	False	
Trans Skip Shift Equipped	False	
Mechanical Coolant Pump Heater Equipped	False	
Battery Temp Sensor Equipped	False	
Air Shutoff Valve Bank 2 Control Solenoid 2 Equipped	False	
Fiat 940 Compact Equipped	False	
ERS Equipped Indicator	False	
ZF 9-Speed Transmission Equipped	False	
Oil Pressure Sensor Enabled	True	
Dual Speed Fuel Pump Equipped	False	
Unleaded Gasoline Fuel	True	
WI4 Intake Flow Control Valve Equipped	False	

3.5 Liter V6 Engine	False	
Secondary Fuel Pump Equipped	False	
Port Flap Valve Equipped	False	
Hybrid Electric Vehicle Equipped	True	
Variable Displacement AC Equipped	False	
Brake Pedal Sensor Equipped	False	
Starter Relay 2 Equipped	False	
Yaw Rate Sensor ESC Equipped	False	
O2 Sensor Bank 2 Sensor 2 Equipped	True	
SRV Equipped	False	
3.8 Liter V6 Engine	False	
AC Equipped Over Bus	False	
Fixed displacement AC Equipped	True	
Electric Water Pump Equipped	False	
ESIM Equipped	False	
Trans Reverse Lockout Equipped	False	
6.4 Liter V8 Engine	False	
Electronic Vacuum Pump Equipped	False	
PWM Fan Motor System Equipped	True	
Electric Coolant Valve Equipped	False	
Active Exhaust Valve Equipped	False	
Rear Heater Equipped	False	
GPEC3 Equipped	False	
TOOLCONFIG_OIL_PRESS_ABS_EQUIPPED	True	
EMAT (Getrag DCT transmission) Equipped	False	
TIP Equipped	False	
ETC Cruise equipped	False	
Electronic Coolant Pump Equipped	False	
Turbine Volute Valve Actuator Equipped	Undefined	
GPEC2A Equipped	True	
Viscosity Sensor Equipped	False	
Fan Wake Up Relay System Equipped	False	
Adaptive Cruise Control Equipped	True	
6.2 Liter V8 Engine	False	
Direct Injection Equipped	False	
Auxiliary Coolant Pump Equipped	False	
Engine Software In Package	True	
3.2 Liter V6 Engine	False	
CMCV H-Bridge Equipped	Undefined	
Electronic Throttle Control Equipped	True	
2 Speed Fan Mechanical Relay System Equipped	False	
42RLE	False	
Auxiliary Heater Electric Water Pump Equipped	False	
Exhaust Cam 2 Equipped	True	

62TE	False	
Intake Cam 2 Equipped	True	
Sensorless FFV Enabled	False	
HPT 6-Speed Transmission Equipped	False	
Engine Idle Shutoff Equipped	False	
6.1 Liter V8 Engine	False	
Turbocharger Equipped	False	
Shift Indicator Lamp Equipped	False	
4.0 Liter I6 Engine	False	
MultiAir Equipped	False	
MTV Solenoid Equipped	False	
1.0 Liter I3 Engine	False	
Throttle Inlet Temp Sensor Equipped	False	
66RFE / 68RFE	False	
CUSW (29-Bit) Equipped	False	
Police Package Equipped	False	
3 Speed Fan Mechanical Relay System Equipped	False	
WI4 Variable Valve Timing Equipped	True	
VMM Equipped	False	
AC Equipped	False	
Active Exhaust Pressure Sensor Equipped	False	
Powernet Equipped	True	
Dual Fuel Pressure Sensor Equipped	False	
3.0 Liter V6 Engine	False	
3.6 Liter V6 Engine	True	
40TE / 41TE / 41TEA	False	
Fiat VIN Learning Strategy Equipped	False	
Linear EGR Equipped	False	
Brushless PWM Fan Equipped	NOT_FAN_PWM_BOSCH_BRUSHLESS_CNFG	
Clutch Interlock Switch Equipped	False	
2 Speed Fan PWM Relay System Equipped	False	
Barometric Sensor Equipped	False	
Linear Purge Equipped	False	
Continuous Variable Transmission Equipped	False	
Variable Speed Fuel Pump Equipped	True	
Operator Idle Speed Request Equipped	False	
GPEC2 Equipped	False	
Humidity, Temperature and Pressure Sensor (LIN) Equipped	False	
Auxiliary Coolant Pump Heater Equipped	Undefined	
Buffered Crank Output for PHEV Engine Pulse Calculation Equipped	True	
Coolant On-Off Pump Equipped	Not Equipped	
Variable Valve Lift Equipped	Not Equipped	
2.0 Liter I4 Direct Injection Engine	False	
Primary Lin Alternator Equipped	Not Equipped	

1.0 Liter I3 Engine	False	
Engine Oil Pressure Sensor Type	255	None
Supercharger Equipped	False	
A/C Relay Powered from Engine Switched Battery	False	
HPT 6-Speed Trans Equipped	False	
Auxillary Coolant Pump Equipped	False	
Dual Alternator Gen1 Capable	False	
Dual Fuel Tank Equipped	False	
Hybrid MEC Shifter Equipped	False	
Low Temp Radiator Coolant Pump Equipped	False	
ZF 9-Speed Trans Equipped	False	
PTO System Equipped	False	
Cooled EGR Equipped	False	
CNG Large Gas Tank Equipped	False	
Engine Idle Shutoff Equipped	False	
CUSW 4-Button Cruise Equipped	False	
Cylinder Pressure Sensor Equipped	False	
SWAP HARDWIRED BRAKE SWITCH INPUTS	False	
Clutch Sensor Equipped	False	
Make Up Air Sensor Equipped	False	
INTAKE O2 SENSOR EQUIPPED	False	
Mass Airflow System Equipped	False	
5 Button Cruise (LIN) Equipped	True	
LIN Humidity, Temp, and Pressure Sensor Equipped	False	
Bi-Directional Crank Sensor Equipped	True	
Dual Fuel Pressure Sensor Equipped	False	
Operator Idle Speed Request Equipped	False	
Brake Pedal Sensor Equipped	False	
Power Steering Angle Sensor Mandatory	False	
Throttle Inlet Temp Sensor Equipped	False	
Remote Start Present	Present	

ICS CONFIGURATION

NAME	VALUE	UNITS
Display Type (Mid)	False	
Display Type (Base)	True	
Display Type (High)	False	

RFH CONFIGURATION

NAME	VALUE	UNITS
Hardware Configuration: Trunk Door Handle H/W	Simple Switch AP	
Hardware Configuration: Remote Start Antenna	Present	
Hardware Configuration: Front Right Door Handle H/W	Serial AP	
Hardware Configuration: Front Left Door Handle H/W	Serial AP	

Hardware Configuration: Rear Right Door Handle H/W	No AP	
Hardware Configuration: Rear Left Door Handle H/W	No AP	
Valid Key In Ignition	Yes	
Fob Location #3 Successfully Programmed	Yes	
Fob Location #5 Key sense status	Fob is NOT Key Sense	
Secret Key Sent to Body Controller - Original attempt	Yes	
Fob Location #7 Key sense status	Fob is NOT Key Sense	
Fob Location #3 Key sense status	Fob is Key Sense	
Fob Location #7 Successfully Programmed	No	
Fob Location #6 Successfully Programmed	No	
Fob Location #5 Successfully Programmed	No	
Fob Location #8 Key sense status	Fob is NOT Key Sense	
PIN Successfully Programmed	Yes	
RFHub Locked	RFHUB Locked after IAC write	
Fob Location #1 Key sense status	Fob is NOT Key Sense	
Fob Location #4 Key sense status	Fob is NOT Key Sense	
Fob Location #6 Key sense status	Fob is NOT Key Sense	
Fob Location #1 Successfully Programmed	Yes	
Secret Key Sent to Body Controller - Most recent attempt	Yes	
Fob Location #2 Successfully Programmed	Yes	
Fob Location #4 Successfully Programmed	No	
Fob Location #2 Key sense status	Fob is NOT Key Sense	
VIN Successfully Programmed	Yes	
Fob Location #8 Successfully Programmed	No	
Base TPM	False	
Auto Park Present	True	
e-shifter present	True	
Secret Codes Programmed	True	
KeySense Configuration	True	
Ignition system type connected	KIN system	
RKE	True	
Remote Start Present	True	
\$0214 Programmed by	Programmed by Supplier EOL	
TPM Auto-Locate Enabled	True	
Keyless Go	True	
Passive Entry	True	
Hybrid Type	PHEV	
Module Configuration Status	True	
Premium TPM	True	
Back Up ECU Configuration 16	True	
Back Up ECU Configuration 14	True	
Back Up ECU Configuration 7	True	
Back Up Vehicle Config 1	True	
Back Up ECU Configuration 10	True	

Back Up ECU Configuration 11	True	
Back Up Vehicle Config 4	True	
Back Up Vehicle Config 3	True	
Back Up Customer Settings Menu 1 (CSM1)	True	
Back Up ECU Configuration 2	True	
Back Up ECU Configuration 1	True	
Back Up ECU Configuration 9	True	
Back Up Programmed ECUs: Cabin Network	True	
Back Up Vehicle Config 5	True	
Back Up ECU Configuration 3	True	
Back Up Customer Settings Menu 2 (CSM2)	True	
Back Up Vehicle Config 6	True	
Back Up ECU Configuration 12	True	
Back Up Programmed ECUs: P/T Chassis Network	True	
Back Up ECU Configuration 4	True	
Back Up ECU Configuration 17	True	
Back Up ECU Configuration 8	True	
Back Up ECU Configuration 13	True	
Back Up Vehicle Config 7	True	
Back Up ECU Configuration 5	True	
Back Up Vehicle Config 2	True	
Back Up ECU Configuration 15	True	
Back Up ECU Configuration 6	True	

ORC CONFIGURATION

NAME	VALUE	UNITS
Rollover Sensing	Configured	
Left Side Seat Squib 1	Configured	
Left B-Pillar Impact Acceleration Sensor	Configured	
Passenger Seat Track Position Sensor	Configured	
Second Row Left seat belt Switch	Not Configured	
Driver Knee Bolster Squib	Configured	
Driver Seatbelt Buckle Pretensioner	Not Configured	
Second Row Right Seat Side Airbag	Not Configured	
Driver Seatbelt Anchor Pretensioner	Configured	
Passenger Seatbelt Retractor Pretensioner	Configured	
Right Up-Front Acceleration Sensor	Configured	
Passenger Seatbelt Anchor Pretensioner	Configured	
Driver Seatbelt Load Limiter	Configured	
Driver Frontal Squib 3	Configured	
Passenger Knee Bolster Squib	Configured	
Driver Seatbelt Retractor Pretensioner	Configured	
Left Side Door Pressure Sensor	Configured	
Second Row Center seat belt Switch	Not Configured	

Right Curtain Squib 1	Configured	
Passenger Airbag Disable Indicator	Not Configured	
Right Side Door Pressure Sensor	Configured	
Driver Seat Track Position Sensor	Configured	
Left D-Pillar Impact Acceleration Sensor	Configured	
Right D-Pillar Impact Acceleration Sensor	Configured	
Passenger Occupant Detection Sensor	Not Configured	
Passenger Airbag Disable Switch	Not Configured	
Right Side Seat Squib 1	Configured	
Passenger Frontal Squib 4	Not Configured	
Passenger Frontal Squib 2	Configured	
Right B-Pillar Impact Acceleration Sensor	Configured	
Passenger Seatbelt Buckle Pretensioner	Not Configured	
Right C-Pillar Impact Acceleration Sensor	Configured	
Passenger Frontal Squib 1	Configured	
First Row Passenger Seatbelt Buckle Switch	Configured	
Second Row Right seat belt Switch	Not Configured	
Occupant Classification (OCM)	Configured	
Passenger Seatbelt Load Limiter	Configured	
Driver Frontal Squib 4	Not Configured	
Second Row Left Seat Side Airbag	Not Configured	
Left Up-Front Acceleration Sensor	Configured	
Driver Frontal Squib 1	Configured	
Passenger Frontal Squib 3	Configured	
EPPM	Not Configured	
Driver Frontal Squib 2	Configured	
Configuration Column Identifier	A3	
Left Curtain Squib 1	Configured	
First Row Driver Seatbelt Buckle Switch	Configured	
Left C-Pillar Impact Acceleration Sensor	Configured	

EPS CONFIGURATION

NAME	VALUE	UNITS
Stop/Start Feature Active	False	
Parallel Park Assist Feature Active	True	
Dynamic Steering Torque Feature Active	True	
Lane Feedback Feature Active	True	

HVAC CONFIGURATION

NAME	VALUE	UNITS
HVAC Configuration	Dual Zone ATC + Rear	
Dual Zone MTC Control (BB)	False	
MTC With EBL (3Knob)	False	
MTC heater only (3Knob)	False	

Single Zone MTC Control (BB)	False	
MTC Without EBL (3Knob)	False	
DualZone ATC Control (Factory) (BB)	False	
DualZone ATC Control (BB)	False	

DDM CONFIGURATION

NAME	VALUE	UNITS
Global Down	False	
Memory Feature	True	
EC Mirrors	True	
Heated Mirror	True	
Global Up	False	
Power Folding Mirror	True	
Window Motor Hall Sensors	False	
Mirror Puddle Lamps	False	
Sun Shade	False	
Ambient Temperature Sensor	False	
Door Handle LED (Ambient Lights)	True	
Blindspot Mirror	True	
Mirror approach lights	True	
Door Courtesy Lamp	False	
Mirror Signal Lamp	True	
Map Pocket LED (Ambient Lights)	False	
Window express feature	True	
Tow Mirrors	False	

PDM CONFIGURATION

NAME	VALUE	UNITS
Sun Shade	False	
Door Courtesy Lamp	False	
Door Handle LED (Ambient Lights)	True	
Frameless Window	False	
Window express feature	True	
Global Down	False	
EC Mirrors	False	
Puddle lamps	False	
Ambient Temperature Sensor	False	
Power Folding Mirror	True	
Global Up	False	
Window Motor Hall Sensors	False	
Tow Mirrors	False	
Mirror Signal Lamp	True	
Heated Mirror	True	
Memory Feature	True	

Map Pocket LED (Ambient Lights)	False	
Blindspot Mirror	True	

PSDML CONFIGURATION

NAME	VALUE	UNITS
VSIM Status	False	

PSDMR CONFIGURATION

NAME	VALUE	UNITS
UPFM Status (Present = True, Absent = False)	False	

MSM CONFIGURATION

NAME	VALUE	UNITS
Adjustable Pedals	False	
Telescope/Tilt	False	

AMP CONFIGURATION

NAME	VALUE	UNITS
Current ANC Calibration ID - Service	RU PHEV 3.6L: Steel Roof & Harman AMP	
ANC Status	Off - Window Mute	
Left/Right Hand Drive	Left Hand Drive	
Current EQ Checksum	6E C0 48 5A	
Premium - 3	True	
Premuim - 1 (8 channel)	False	
Premuim - 2 (12 Channel)	False	
Non -ANC	False	
Teen Key Present	False	
Sub-EQ Set Selected	Sub-EQ#5 Selected	
Cabin Equalization Curve Number	53	
Surround Sound Activated	Not Set	
ANC Calibration Date - Year	18	
ANC Calibration Date - Week	25	
ANC Calibration Date - Patch Level	3	
Door Module - Right Rear	Present	
Door Module - Left Front	Present	
Door Module - Left Rear	Present	
Door Module - Right Front	Present	

IPC CONFIGURATION

NAME	VALUE	UNITS
PHEV	True	
Rear Fog Lamp	False	

PTS CONFIGURATION

NAME	VALUE	UNITS
Front License Plate Configuration	Front Plate Config - USA	
Front System with 6 Rear Sensors	True	
Rear System with 6 Front Sensors	True	

SCCM CONFIGURATION

NAME	VALUE	UNITS
Rear Wiper	True	
Paddle Shifter	False	
Cruise Control / ACC	True	
Tilt Telescope	False	

BCM CONFIGURATION

NAME	VALUE	UNITS
Number of Reprogramming Attempts - Counter #0	0	
Vehicle Configuration Programmed Status	True	
Last Programmed Status	Manufacturing	
ECU Configuration 5 (Memory)	3	
ECU Configuration 2 (CBC Features)	3	
Programmed Network Configuration - Audio / Telematics Network	0	
Programmed ECUs: P/T Chassis Network	3	
ECU Configuration 5 (Wireless)	3	
Last Configuration Odometer	0	miles
Vehicle Configuration Auto Write Counter	1	
Programmed ECUs: Cabin Network	3	
Vehicle Configuration 2 - Write Counter	3	
ECU Configuration 9A	3	
ECU Configuration 15 (CBC Features)	3	
ECU Configuration 1 (CBC Configurable Inputs and Outputs)	3	
Vehicle Config CSM2	3	
ECU Configuration 6 (Powertrain)	3	
ECU Configuration 6 (Suspension)	3	
ECU Configuration 6 (Safety)	3	
Programmed ECUs: Hybrid LAN Network	0	
Vehicle Configuration 3 - Write Counter	3	
ECU Configuration 12	3	
ECU Configuration 9 (ITM)	3	
ECU Configuration 13	3	
ECU Configuration 5 (Doors)	3	
ECU Configuration 6 (Brake)	3	
ECU Configuration 3	3	
ECU Configuration 14	3	
Vehicle Configuration 1 - Write Counter	3	

ECU Configuration 15 (Suspension)	3	
ECU Configuration 10	3	
Vehicle Configuration 4 - Write Counter	3	
Vehicle Configuration 5 - Write Counter	3	
ECU Configuration 8 (LIN and Miscellaneous)	3	
ECU Configuration 11	3	
ECU Configuration 7 (CBC Exterior Lighting Calibrations)	3	
Vehicle Configuration 7 - Write Counter	3	
ECU Configuration 4	3	
Vehicle Configuration 6 - Write Counter	3	
Vehicle Config CSM1	3	
Vehicle Line	RU	
Auto Highbeam	Set	
Hill Descent Feature Present	Not Set	
Country Code	USA	
Remote Start Present	Set	
Model Year	2019	
Special Packages	74	
Emode Present	Not Set	
PTS Configuration	Semi Automatic / Semi Automatic	
Shifter Type	5 Position Rotary Eshifter PRNDL / Type RS5L	
Left/Right Hand Drive	Left Hand Drive	
Select Speed Control Feature Present	Not Set	
Body Style	Station Wagon	
Performance Pages Present	Not Present	
Drive Configuration	2WD Front	
Maximum Vehicle Speed	0	MPH
Cruise Feature is Present	Not Set	
Flipper Glass Present	Not Set	
Off Road Capable	Not Set	
Power Inverter Type	No Power Inverter	
Max Load Inflation Pressure Front Tire	36.0	PSI
Rain Sensor Present	Set	
Max Load Inflation Pressure Rear Tire	36.0	PSI
Air Conditioning Present	Not Set	
Thatcham Present	Not Set	
SKIM System Present	Not Set	
Full Size Spare	Not Set	
Special Packages IC	No Package / NONE	
Power Right Sliding Door Present	Set	
Two Fuel Sending Units Present	Not Set	
Collision Mitigation System present	Set	
Forward Collision Warning present	Set	
Display Outside Temperature Present	Set	

Auto Park Present	Set	
Police Lighting Feature	Not Set	
Base TPM system present	Not Set	
Fuel Capacity	17	gallons
Vehicle is an SRT	Not Set	
Premium TPM system present	Set	
Vehicle Brand	Chrysler	
Paddle Shift Feature Present	Not Set	
Door Alert Feature Present	Not Set	
HVAC Configuration	Dual Zone ATC + Rear	
High Intensity Discharge Head Lamps	Not Set	
ELV Present	Not Set	
Wheel Base	Wheel base not programmed / WB_NP	
FOBIK Safe Enable	Set	
Passive Entry Present	Set	
Window Express Feature Configuration	Front windows express only	
Secondary Lock Present	Not Set	
Liftgate/Trunk Type	Power Liftgate	
T-Case Type	Not Present / Not Present	
RKE System Present	Set	
Sport Mode Present	Not Set	
Power Left Sliding Door Present	Set	
Auto Headlamp Feature Present	Set	
Adjustable Pedal Feature Present (non-Memory)	Not Set	
Display Compass Heading Present	Set	
Keyless Go Present	Set	
Chassis Type	Type 9	
Disable Display of Radio Clock	Not Set	
ESCL system present	Not Set	
Axle Ratio	3.251	
Dynamic Tire Circumference (All or Rear)	89	inch
Transfer Case High Ratio	1.000	No Unit
Transfer Case Low Range Reduction Ratio	0.000	
Analog Door Sensor Configuration	Driver Door Only Analog Sensor	
Air Quality System Present	Not Set	
Steering Ratio at Negative Angle 1	0.0	No Unit
Connector F Pin 29: Horn Switch Present	Set	
Connector D Pin 22/ Connector D Pin 23: Ambient Temperature Signal/Return Present	Set	
Connector E Pin 11: Vacuum Switch Input	Not Set	
Connector E Pin 9: Run-ACC Y Relay #2 Output Present	Set	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Set	
Connector G Pin 22: VTA Warning LED Output Present	Set	

Connector G Pin 15: UGDO Feed Output Present	Set	
Connector A Pin 3/Connector D Pin 2: Low Beam Output Present	Set	
Connector F Pin 35: Inverter Enable Relay Output Present	Set	
Connector A Pin 1 and Connector D Pin 13: Front Fog Lamps Output Present	Set	
Connector E Pin 39/Connector F Pin 5: Rear Fog Lamps Output Present	Not Set	
Connector F Pin 23: Door Lock Switch Signal Front Passenger Present	Set	
Connector D Pin 7: Stop/Turn Trailer Tow Right Output Present	Not Set	
Connector E Pin 29: Rear Wiper Motor Park Signal Present	Set	
Connector D Pin 12: PHEV ECM Hardwire Wake Up Output Present	Set	
Connector F Pin 6: Fuel Door Motor Output Signal Present	Set	
Connector E Pin 3/Connector F Pin 42: Rear Turn Lamps Output Present	Not Set	
Connectro E Pin 37: Right HID Control Output Present	Not Set	
Connector D Pin 10: Trailer Tow Tail Lamp Output Present	Not Set	
Connector A Pin 22: Right Dedicated DRL Lamp Output Present	Set	
Connector F Pin 9: Analog Door Ajar Signal Front Driver Present	Set	
Connector G Pin 9: Ambient Light Dimmer Wheel Input Present	Set	
Connector A Pin 10/Connector D Pin 5: Side Markers Output Present	Set	
Connector E Pin 41: Charge Port Unlock Output Present	Set	
Connector E Pin 34: Vacuum Cleaner Relay Output Present	Not Set	
Connector D Pin 11: Stop/Turn Trailer Tow Left Output Present	Not Set	
Connector E Pin 8: PHEV HCP Hardwire Wakeup	Set	
Connector E Pin 4/Connector F Pin 32: Rear Park Lamps Output Present	Set	
Connector A Pin 11: Hood Ajar Switch Input Present	Set	
Connector E Pin 5: PHEV Fuel Door Switch Input	Set	
Connector D Pin 9: Trailer Tow Backup Output Present	Not Set	
Connector E Pin 42: Charge Port Lock Output Present	Set	
Connector E Pin 7: Left HID Relay Control Output Present	Not Set	
Connector F Pin 8 : Liftgate Release Outside Handle Switch Present	Not Set	
Connector F Pin 4: Liftgate Release Present	Not Set	
Connector G Pin 24 (Internally tied to Connector F Pin 7): Ambient Lighting Output	Not Set	
Connector D Pin 15: Left Dedicated DRL Lamps Output Present	Set	
Fuel Door Release Enabled	Not Present	
DRL Dropout Enable	Set	
Tip Start Enabled	Set	
Front Wiper Wipes After Wash	2 Wipes	
LED Stop Lamps Present	Not Set	
Bi Xenon Headlamps Enable	Not Set	
Exterior Light Loadshed Enable	Set	
One Touch Lane Change	Set	
Hazard Lamp Configuration	Latching Switch	
LED Dedicated DRL Present	Set	
Combined Front Park/Turn Feature Enable	Not Set	
Headlamp Washer Low Fluid Shut-Off Enable	Set	
Combined Rear Lighting Enable	Set	

Dual Start Relay System Present	Not Set	
Illuminated approach Enabled	Not Set	
Rear Wiper Park Enable	Set	
Headlamp Wash Spray Duration (at 100 ms intervals)	1100ms	
LED CHMSL Lamp Present	Set	
LED License Lamps Present	Set	
Trailer Tow Present	Not Set	
Front Wiper Park Enable	Set	
LED High Beam Lamps Present	Not Set	
LED Rear Turn Lamps Present	Not Set	
LED Front Turn Lamps Present	Not Set	
Fuel Door Present	Not Set	
LED Low Beam Lamps Present	Not Set	
Quad Headlamps Enable	Set	
Reversible Washer Pump Enable	Set	
Headlamp Wash Shot	double	
Intermittent Wiper States	4 Intermittent Wiper position Switch	
Tunnel Detection	Not Set	
LED Reverse Lamps Present	Not Set	
LED Rear Fog Lamps Present	Not Set	
Park Lamp Loadshed Enable	Set	
Headlamp Wash Interval	wash cycle#11	
LED Front Park/Marker Lamps Present	Set	
Front Fog Lamp Dropout Enable	Set	
Horn Chirp Allowed	Set	
LED Front Fog Lamps Present	Not Set	
DRL Lamp Location	Dedicated	
Wiper Service Position Enabled	Not Set	
DRL Configuration	No DRL	
LED Tail Lamps Present	Set	
Side Repeaters Enable	Not Set	
Disable CD Eject	Not Set	
Antenna Type	Active Primary and no secondary antenna	
Heated Steering Wheel Present	Set	
Microphone Type	Peiker 300 mv	
Front Park Assist Present	Set	
Surround Sound Feature Present	Set	
Rear Camera Present	Not Set	
Cabin Equilization Curve Number	RU Premium System - Harman 12ch	
Destination	United States of America	
External Port Type	AUX + USB	
Power Door Locks Present	Set	
Microphone Tuning Parameter	Absent [Not Used]	

Power Inverter Present	Not Set	
Splashscreen Type	Vehicle Brand	
Microphone Configuration	2 Microphones	
Front Heated Seats Present	Set	
Fleet Vehicle Content	Not Set	
AP3 Left Rear	CAN	
AP2 Right Front	Smart Switch	
AP4 Right Rear	CAN	
AP5 Trunk Unlock	CAN	
Vehicle Variant	Undefined	
Tip Start Present	Set	
AP1 Left Front	Smart Switch	
Airport Scenario Trunk	Not Set	
AP5 Trunk Lock	Simple Switch	
Electro-chromatic passenger mirror present	Not Set	
Sun Shade	Not Set	
Folding mirrors present	Set	
Rear Door Pre Short Drop	Not Set	
Heated Mirrors Present	Set	
Driver Memory Mirrors Present	Set	
Global Down	Not Set	
Puddle Lamp Present	Not Set	
Passenger Memory Mirror Present	Set	
Window Hall Sensors Present	Not Set	
Mirror turn signals present	Set	
Electro-chromatic driver mirror present	Set	
Blindspot Mirror Present	Set	
Global Up	Not Set	
Frameless Window Present	Not Set	
Passenger Window Lockout	Not Set	
Tow Mirror Present	Not Set	
Window Motor Type	Not Set	
Stow 'n Assist Present - Driver	Set	
Front Vented Seats Present	Present	
Heated Seat Material Type	Base Leather	
Tilt/Telescope Steering Present	Not Set	
Driver Memory Seat Present	Set	
Memory Adjustable Pedals Present	Not Set	
Stow 'n Assist Present - Passenger	Set	
Rear Heated Seats Present	Not Present	
Heated Steering Wheel Present	Present	
Heated Wheel Material Type	Full Leather	
Brake System ECU Configuration A	value 0	
Dual Alternator Present	Not Set	

ECO Mode Configuration	Remember Previous State with Ignition Key Cycle	
Humidy Sensor Long Present	Set	
Connector F Pin 30: Fuel Door Lock (BUX)	Not Present	
Rain Sensor Module #2 Present	Set	
Connector F Pin 13: Left Sliding Door Switch Input (B-Pillar)	Left B-Pillar sliding Door Switch	
CHMSL Lamp Output Disable	Not Set	
Connector G Pin 2: Fog Lamp Switch Input	Fog Lamp Switch	
Connector F Pin 16: Passenger Door Lock Switch Input	Not Present	
Connecetor F Pin 33: Fuel Door Unlock (BUX)	Not Present	
Connector F Pin 34: Spare HSD	Not Present	
Connector D Pin 8: Digital Spare Input #2	Not Present	
Heatsoak Flush Time	105	Time
Connector F Pin 29: Horn Switch Present	Horn Switch Input	
Max Engine Off Time	220	Time
License Plate Lamp Disable	Not Set	
Heatsoak Set Time	15	Time
Engine Off Clear Time	180	Time
Connector G Pin11/Connector G Pin 12: Not Used	ERS	
Heatsoak Speed	15	Counter
Connector F Pin 15: Driver Door Lock Switch Input	Not Present	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Rear Wiper (0)	
Connector D Pin 4: Digital Spare Input #1	Not Present	
Connector F Pin 14: Right Sliding Door Switch Input (B-Pillar)	Right B-Pillar Sliding Door Switch	
Connector E Pin 28: Secondary Door Ajar Switch Present - PIN E-28	Set	
Auto High Beam Module Location	HaLF	
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Connector E Pin 39: Right Rear Turn Signal	Right Rear Turn Signal	
Manual Door Locks Present	Not Set	
Connector F Pin 37: Vacuum Cleaner Power Saver Indicator	Not Present	
Ambient Stable Counter Limit	40	Counter
Brake Smoothing Threshold	Filter Off	
Steering Smoothing Duration	Filter Off	
Maximum Lateral Change	Filter Off	
Brake Smoothing Duration	Filter Off	
Excess Lateral Acceleration Factor	Filter Off	
Nose Dive Factor	Filter Off	
Excess Longitudinal Acceleration Factor	Filter Off	
Average Last Lateral Acceleration Values	No Averaging	
Acceleration Factor	Filter Off	
Nose Dive Threshold	Filter Off	
Steering Smoothing Threshold	Filter Off	
Steering Smoothing Factor	Filter Off	
Acceleration Threshold	Filter Off	

Maximum Longitudinal Change	Filter Off	
Average Last Longitudinal Acceleration Values	No Averaging	
Brake Smoothing Factor	Filter Off	
Auto High Beam ON Threshold	25 km/hr	
RKE Auto-Relock Feature Enable	Not Set	
Auto High Beam OFF Threshold	20 km/hr	
VTA Hood Ajar Monitoring	Not Set	
Headlamp Soak Delay	1.0 sec	
Parking Light Enable	Not Set	
Horn Chirp Duration	Short	
Interior Lighting Day Threshold	4.27498	Volt
PE Auto-Relock Feature Enable	Set	
Interior Lighting Night Threshold	4.45147	Volt
Temperature Display Resolution	HaLF	
Sunroof Present	Not Set	
TPMS Configuration	Logic 1 NHTSA Enable Warning	
Smart Alternator Present	Not Set	
Drive Mode Version	Version 1	
Radio Speaker Open Circuit Disable (LF)	Not Set	
Auto Dimming Mirror Hard Button Present	Set	
ANC Calibration Parameter Data Set	Harman Amplified 3.6L PHEV	
Radio Speaker Open Circuit Disable (LR)	Not Set	
Radio Speaker Open Circuit Disable (RR)	Not Set	
Surround View Camera On/Off Softkey Present	Set	
Show Phone Information in Cluster	01	
Radio Speaker Open Circuit Disable (RF)	Not Set	
Automatic Crash Notification Feature Present	Undefined	
Park Assist Tuning Set	BUX Front and Rear Only	
3rd Row Lock CSO	Not Set	
PSDMR	Set	
DMRR	Set	
FSM	Not Set	
HSM	Set	
EOMR	Set	
DTV	Not Set	
EDM	Set	
ICS	Set	
EAM	Not Set	
ANC	Not Set	
HVACR	Set	
CVPM	Set	
PSDML	Set	
DDM	Set	
VTM	Not Set	

AMP	Set	
MSM	Set	
ITM	Not Set	
PLGM	Set	
HVAC	Set	
BCM (Interior Bus)	Set	
MSMP	Set	
Radio	Set	
DMRL	Set	
VRM	Set	
PDM	Set	
DSM	Set	
Siren	Not Set	
Ultrasonics	Not Set	
Tilt	Not Set	
BUX Market	False	
Passive Ped Pro Present	False	
Tow Hooks Present	False	
Passenger Kneebag Present	True	
Integrated EPP Present	False	
Driver Kneebag Present	True	
Curtain Airbags Present	True	
1st Row Seat Side Airbags Present	True	
ODS Present	False	
Connector E Pin 5: E-5 PHEV Fuel Door Switch Input	PHEV Fuel Door Switch	
Connector F Pin 42: Right Rear Turn Signal	Right Rear Turn Signal	
Connector F Pin 31: Right Sliding Door Ajar	Right Sliding Door Ajar	
Connector F Pin 28: Right Rear Turn Lamp Fault Sense	Disable	
Stop/Start Enable Switch Present	Not Set	
Connector D Pin 11: Stop/Turn Trailer Tow Left Output Present	Reserved	
Connector D Pin 1: Left High Beam Feed	Left High Beam (0)	
Connector A Pin 11: Hood Ajar Switch Signal	500 ohm series and 500 ohm parallel resistors	
Connector F Pin 29: Horn Switch Input	Horn Switch Input	
Connector D Pin 12: PHEV ECM Hardwire Wake Up	Engine Control Module Wake up (PHEV only)	
Connector D Pin 21: Brake Fluid Level Switch	no parallel resistor	
Connector E Pin 29: Rear Wiper Motor Park Signal	Reserved	
Connector A Pin 2: Right High Beam Feed	Right High Beam (0)	
Connector F Pin 41: Backup-Reverse lamp Left	Set	
Connector E Pin 37: Right HID Relay Control	Right HID Lamp Relay	
Connector F Pin 4: Liftgate Release	Trunk/Liftgate Release	
Connector F Pin 25: Left Rear Turn Lamp Fault Sense	Disable	
Connector F Pin 27: Left Sliding Door Ajar	Left Sliding Door Ajar	
Connector E Pin 7: Left HID Relay Control	Left HID Lamp Relay	

Connector E Pin 39: Right Rear Fog Lamp	Output Disable	
Connector E Pin 1: Backup-Reverse lamp Right	Set	
Connector F Pin 5: Left Rear Fog Lamp	Output Disable	
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Rear View Camera Static Grid Lines Enabled	Not Set	
Rear View Camera Dynamic Grid Lines Enabled	Not Set	
IBS Minimum Charge Limit	600	mA
Battery Type II	255	
IBS Quiescence Current Limit	-250	mA
IBS Minimal Charge Limit	10	AmpHrs
IBS Minimum Voltage Limit	5.0	Volts
IBS Activate MWU	Not Set	
Battery Types	SNA	
Fobik Safe Alerts Per Ignition Cycle	2	
EVIC SWS Module Present	Set	
Washer Fluid Level Voltage Threshold	4.46 volts	
Illuminated Approach Interior Lighting Ramp Up Time	130(2600ms)	
Illuminated Approach Headlamp Target Percentage	125 (62.5%)	
Illuminated Approach Interior Lighting Target Percentage	100(50%)	
Compass Mounting Orientation	Rightside up	
Compass Mounting Angle	0	Degree
IBS Present	Set	
Alert On System Fault	Set	
Humidity Sensor Present	Set	
Alert no Reply	Set	
VTA System Present	VTA	
Panic Enable	Set	
Illuminated Approach Taillamp Target Percentage	125 (62.5%)	
HFRM Present	Set	
CRVMM Present	Set	
Auto Relock Time	60	seconds
Alert On Search Timeout	Set	
OHC Module Present	Set	
Illuminated Approach Time	30	seconds
Daytime Running Lamps	Set	
Auto Highbeam	Set	
Auto Lock	Set	
Sound Horn on Lock	Set	
Sliding Door Chime Enable	Set	
Auto Unlock	Set	
Sound Horn On Lock Status	No horn chirp/OFF	
Auto Wipers	Set	
Flash Lamps on Lock	Set	
Sound Horn on Remote Start	Set	

Headlamps on with Wipers	Set	
Accessory Delay Time	45	seconds
Hands Free Sliding Door Enable	Set	
Unlock all doors on 1st press	Not Set	
Headlamp Delay Time	30	seconds
Sliding Door Alert	Set	
Left Front Corner Voltage	13.2 Volts	
Left High Beam Voltage Regulation	13.6 Volts	
Auto Headlamp Off Threshold	2.54930	Volt
Left Rear Corner Voltage	14 Volts	
Auto Headlamp On Threshold	3.31409	Volt
Right High Beam Voltage Regulation	13.8 Volts	
Right Rear Corner Voltage	14 Volts	
Left Low Beam Voltage Regulation	13.6 Volts	
Front Park/Turn Voltage	Park to Turn ratio 55 Percent	
Right Low Beam Voltage Regulation	14 Volts	
Right Front Corner Voltage	13.4 Volts	
EAC	Set	
APM	Set	
ORC	Set	
ESM	Set	
HCP	Set	
OBCM	Set	
ESC	Set	
AHCP	Set	
EBCM	Set	
BPCM	Set	
ECM	Set	
ABSO	Set	
IPC	Set	
PTS	Set	
AHLM	Not Set	
HCP	Set	
EPS	Set	
ESL	Not Set	
ACC	Set	
ABS	Not Set	
SCCM	Set	
TCM	Not Set	
FFCM	Set	
PCM	Set	
BCM (PT)	Set	
ORC	Set	
OCM	Set	

ESM	Set	
RFH	Set	

HSM CONFIGURATION

NAME	VALUE	UNITS
Vehicle Line R-Series	True	
Left Rear Heated Seat	False	
Heated Steering Wheel	True	
Vehicle Line U-Series	False	
Vehicle Line D-Series	False	
Right Front Vented Seat	True	
Right Rear Heated Seat	False	
Vehicle Line W-Series	False	
Vehicle Line M-Series	False	
Right Front Heated Seat	True	
Vehicle Line P-Series	False	
Left Front Vented Seat	True	
Left Front Heated Seat	True	
Vehicle Line J-Series	False	
Vehicle Line L-Series	False	

RADIO CONFIGURATION

NAME	VALUE	UNITS
Compass on the bus messaging Authorization	Allowed	
GPS on the Bus messaging Authorization	Allowed	
Satellite Subscription Suspend Year	46	
Satellite Subscription Suspend Day	01	
Satellite Subscription Status	Subscribed	
Satellite Subscription Reason Code	00	
Satellite Subscription ID	D02VLA0G	
Satellite Subscription Suspend Month	01	
Aux Jack	Not Inserted	
Enumerated USB Devices	0	No Unit
SD Card Readers Detected	0	No Unit
USB Hubs Detected	1	No Unit
DTV Short Term Configuration	—	
911 Button	On	
Cellular	True	
Navigation Active	True	
Internal CD Player	False	
Bluetooth	True	
FM Diversity	False	
SDARS	True	
Application Framework	True	

Wi-Fi	True	
Anti-Theft Enable Status	On	
Front Seat Video Playback	Enabled	
Automated Loudness	On	
12/24 Time Selection	12 Hour Time	
Cabin EQ Curve Number Currently Used by Radio	35	
Clock Defeat	Off	
Splash Screen	Chrysler	

HVACR CONFIGURATION

NAME	VALUE	UNITS
MTC wo EBL (3Knob)	False	
Single Zone MTC Control (BB)	False	
MTC w EBL (3Knob)	False	
Dual Zone MTC Control (BB)	False	
DualZone ATC Control (Factory) (BB)	False	
DualZone ATC Control (BB)	False	
MTC heater only (3Knob)	False	

FFCM CONFIGURATION

NAME	VALUE	UNITS
Traceability info	22183110187416	
Traceability info	23183130063003	
XCP Enabled	False	
HIL mode Enabled	False	

EDM CONFIGURATION

NAME	VALUE	UNITS
Intrusion module	Not Present	
Blind-Spot Module	Not Present	
Video Ent. System Screen 1 Module	Not Present	
Heating Ventilation Air Conditioning	Not Present	
Integrated Center Stack Module	Not Present	
Passenger Door Control Module	Not Present	
Vehicle System Interface Module	Not Present	
Rear Body Controller Module	Not Present	
Convergence Telematics Module	Not Present	
Driver Door Control Module	Not Present	
CAN I in-dash disc player module	Present	
Right Rear Door Control Module	Not Present	
Left Power Sliding Door Module	Not Present	
Common Body Controller Int Bus	Not Present	
Left Rear Door Control Module	Not Present	
Memory Seat Module	Not Present	

Amplifier Module	Not Present	
Comfot Seats and Wheel Module	Not Present	
Power Liftgate Module	Not Present	
Power Top Control Module	Not Present	
Right Power Sliding Door Module	Not Present	
Folding Seat Module	Not Present	
Video Ent. System Screen 2 Module	Not Present	
Radio	Present	
VES	False	
VRM	False	
E-Mode Feature Present	False	
Remote Start Present	False	
Vehicle Line	RU	
Body Style	Station Wagon	
Left/Right Hand Drive	Not Programmed	
Vehicle Brand Type	Chrysler	

RCCC CONFIGURATION

NAME	VALUE	UNITS
MTC with EBL	False	
DualZone ATC Control	True	
MTC Heater Only	False	
Single Zone MTC Control	False	
Dual Zone MTC Control	False	
DualZone ATC Control	False	
MTC without EBL	False	

ABSO CONFIGURATION

NAME	VALUE	UNITS
Engine Displacement	3.6	No Unit
ESC BLA Enabled	False	
PN ESC Byte2	0	
PN ESC Byte1	0	
Drive Configuration	2WD Front	
Dynamic Tire Circumference	89	inch
VC Chassis Type	Type 9	
Axle Ratio	3.251	No Unit
Hardwired VSO	True	
ACC	True	
Multiple Pressure Sensors	True	
Rear Directional Sensors	True	
Feature PIN	False	
Front Directional Sensors	False	
EPB	True	



CUSTOM REPORT

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

Odometer 32836.0 miles
Publication Date May 17, 2022, 3:47:41 PM

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PLGM	B1963-00	Power Liftgate Strut Performance-	Stored
RADIO	P3211-32		Stored
RADIO	B1434-13		Active
RADIO	B1560-13	Cellular Antenna 1-Circuit Open	Stored
RADIO	B1561-13	Cellular Antenna 2-Circuit Open	Stored
RADIO	B1578-13	Audio Antenna-Circuit Open	Stored
RADIO	C2113-0F		Stored
RADIO	B143D-12	Microphone 2-Circuit Short to Battery	Active
RADIO	B156F-00	WiFi Antenna-	Active
RADIO	B156B-13	Satellite Radio Antenna-Circuit Open	Stored
RADIO	B14DA-2A	Head Unit Button-Stuck	Stored
RADIO	U11BB-00	Lost Communication with Video Routing Module-	Stored
EDM	U11BB-00	Lost Communication with Video Routing Module-	Stored
HCP	P1444-00	Power Inverter Module - Incorrect Control Mode-	Stored
HCP	P06B1-00	Sensor Power Supply 1 Circuit Low-	Active
HCP	P079B-00	Transmission Friction Element 2 Slip Detected-	Active
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active
HCP	P0A44-00	Drive Motor A Position Sensor 1 Circuit Overspeed-	Active
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
VRM	B15AB-00	Lost Low Voltage Differential Signal (LVDS) Connection with Display 2-	Stored
VRM	B15AA-00	Lost Low Voltage Differential Signal (LVDS) Connection with Display 1-	Stored
VRM	B14DE-00	Lost Low Voltage Differential Signal (LVDS) Connection with EDM-	Stored

ENVIRONMENTAL DATA SUMMARY

PLGM | B1963-00 | Stored | Power Liftgate Strut Performance-

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	
Occurrence flag	Error	
Original Odometer Value	23264	miles
Most Recent Odometer Value	23264	miles
Frequency Counter	1	
Operation Cycle Counter	0	

RADIO | P3211-32 | Stored |

NAME	VALUE	UNITS
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RADIO | B1434-13 | Active |

NAME	VALUE	UNITS
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RADIO | B1560-13 | Stored | Cellular Antenna 1-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 60 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | B1561-13 | Stored | Cellular Antenna 2-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 61 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	

Warning Indicator Requested	False	
DTCEXtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	2	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | B1578-13 | Stored | Audio Antenna-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 78 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCEXtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | C2113-0F | Stored |

NAME	VALUE	UNITS
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RADIO | B143D-12 | Active | Microphone 2-Circuit Short to Battery

NAME	VALUE	UNITS
DTCTable	94 3D 12	
TestFailed	True	
TestFailedThisMonitoringCycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCEXtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	

Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	0	
RDI \$6080	60 80	
Event Counter	64	

RADIO | B156F-00 | Active | WiFi Antenna-

NAME	VALUE	UNITS
DTCTable	95 6F 00	
TestFailed	True	
TestFailedThisMonitoringCycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	0	
RDI \$6080	60 80	
Event Counter	64	

RADIO | B156B-13 | Stored | Satellite Radio Antenna-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 6B 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	

Event Counter

Event counter for clear DTC memory

RADIO | B14DA-2A | Stored | Head Unit Button-Stuck

NAME	VALUE	UNITS
DTCTable	94 DA 2A	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	30611	miles
Most Recent Odometer Value	30611	miles
Frequency Counter	1	
Ignition Counter	23	
RDI \$6080	60 80	
Event Counter	4D	

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	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	30870	miles
Most Recent Odometer Value	30870	miles
Frequency Counter	1	
Ignition Counter	22	
RDI \$6080	60 80	
Event Counter	4E	

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	
Original Odometer Value	30870	miles
Most Recent Odometer Value	30870	miles
Frequency Counter	1	
Ignition Cycle Counter	22	

HCP | P1444-00 | Stored | Power Inverter Module - Incorrect Control Mode-

NAME	VALUE	UNITS
DTC	14 44 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	6	
Ignition Cycle Counter	0	
Real time clock	108675752	sec
RAM stamps keyOn	0	sec
RAM Stamps	258326	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	73	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	70	°F

Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	20	AMP
Motor B - Inverter Current - phase B	-24	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	324	Degree
Motor A Resolver Angle	Invalid Value	Degree
Electric Motor A Speed	15431.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	385	Volts
PIM DC Link Voltage - B	384	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	384.30	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
Outside Air Temperature	65.3	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.760	Volts
Battery Feed Voltage 2 Sense	14.760	Volts
Battery Feed Voltage 3 Sense	14.544	Volts
Hybrid System State	Enable Inverters	
Inverter A IGBT Temperature for phase A	68	°F
Inverter A IGBT Temperature for phase B	68	°F

Inverter A IGBT Temperature for phase C	68	°F
Inverter B IGBT Temperature for phase A	68	°F
Inverter B IGBT Temperature for phase B	68	°F
Inverter B IGBT Temperature for phase C	68	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

HCP | P06B1-00 | Active | Sensor Power Supply 1 Circuit Low-

NAME	VALUE	UNITS
DTC	06 B1 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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	4	
Ignition Cycle Counter	0	
Real time clock	108703472	sec
RAM stamps keyOn	0	sec
RAM Stamps	258328	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	83	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	75	°F

Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	Degree
Motor B Resolver Angle Offset	4.00	Degree
Motor A Resolver Supply Voltage Value	03FD	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	12.240	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	3231.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	12.240	Volts
Battery Feed Voltage 3 Sense	12.096	Volts
Hybrid System State	Power Up	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	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	74.3	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	3	Volts
PIM DC Link Voltage - B	3	Volts
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	Idle	
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 | P079B-00 | Active | Transmission Friction Element 2 Slip Detected-

NAME	VALUE	UNITS
DTC	07 9B 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108632784	sec
RAM stamps keyOn	0	sec
RAM Stamps	258322	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%

Ignition State	Ignition Off/ACC	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	77	°F
Motor B Temp Sensor	77	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	77	°F
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	220	Degree
Motor A Resolver Angle	66	Degree
Electric Motor A Speed	16383.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	385	Volts
PIM DC Link Voltage - B	384	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	384.60	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Disable LOC Daignostic	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
Outside Air Temperature	75.2	°F
OBCM Operating Mode	UTC	

J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.024	Volts
Battery Feed Voltage 2 Sense	12.024	Volts
Battery Feed Voltage 3 Sense	12.024	Volts
Hybrid System State	Enable Inverters	
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
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108617112	sec
RAM stamps keyOn	45	sec
RAM Stamps	258305	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	

Engine Speed	0	rpm
HV Battery SOC	85	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	82	°F
Motor B Temp Sensor	82	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	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 Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	12.240	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	4.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	12.240	Volts
Battery Feed Voltage 3 Sense	12.168	Volts
Hybrid System State	Power Up	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Outside Air Temperature	76.1	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	

EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	6	Volts
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	75	°F
Inverter A IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	75	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	75	°F
APM Status	Idle	
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 | POA44-00 | Active | Drive Motor A Position Sensor 1 Circuit Overspeed-

NAME	VALUE	UNITS
DTC	0A 44 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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	2	

Ignition Cycle Counter	0	
Real time clock	108706000	sec
RAM stamps keyOn	45	sec
RAM Stamps	258330	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	83	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	77	°F
Motor B Temp Sensor	75	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	Degree
Motor B Resolver Angle Offset	4.00	Degree
Motor A Resolver Supply Voltage Value	03FD	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	14.328	Volts
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	7.467	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-7.467	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	16383.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	14.328	Volts
Battery Feed Voltage 3 Sense	14.184	Volts
Hybrid System State	Determine Hybrid System State	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP

Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Outside Air Temperature	77.0	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Disable LOC Daignostic	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	383.70	Volts
PIM DC Link Voltage - A	384	Volts
PIM DC Link Voltage - B	383	Volts
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	Buck CV	
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 | 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	
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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108617112	sec
RAM stamps keyOn	45	sec
RAM Stamps	258305	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	85	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Inverter A Input DC Current	0.0	AMP
Electric Motor A Speed	1.5	rpm
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	0	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	12.240	Volts
Battery Feed Voltage 3 Sense	12.168	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Hybrid System State	Power Up	
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	6	Volts
Passive Pump Coolant Temp In Sensor	79	°F
Low Temp Active Pump Speed	0	rpm
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	76.1	°F

HV Contactor Status	Open	
Inverter B Status Feedback	Normal OFF	
Battery Feed Voltage 1 Sense	12.240	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	12	Degree
Motor B Temp Sensor	82	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Battery Voltage from BPCM	180.00	Volts
Electric Motor B Speed	0.0	rpm
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	75	°F
Inverter A IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	75	°F
Inverter B IGBT Temperature for phase B	75	°F
Inverter B IGBT Temperature for phase C	75	°F
APM Status	Idle	
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	Inverter Disabled	
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

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

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108632848	sec
RAM stamps keyOn	60	sec
RAM Stamps	258323	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	81	°F
Motor B Temp Sensor	81	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	77	°F
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP

Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	220	Degree
Motor A Resolver Angle	Invalid Value	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	384	Volts
PIM DC Link Voltage - B	383	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	383.60	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	75.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.096	Volts
Battery Feed Voltage 2 Sense	12.168	Volts
Battery Feed Voltage 3 Sense	12.096	Volts
Hybrid System State	Determine Hybrid System State	
Inverter A IGBT Temperature for phase A	81	°F
Inverter A IGBT Temperature for phase B	81	°F
Inverter A IGBT Temperature for phase C	81	°F
Inverter B IGBT Temperature for phase A	81	°F
Inverter B IGBT Temperature for phase B	81	°F
Inverter B IGBT Temperature for phase C	81	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AB-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Display 2-

NAME	VALUE	UNITS
DTC	95 AB 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	

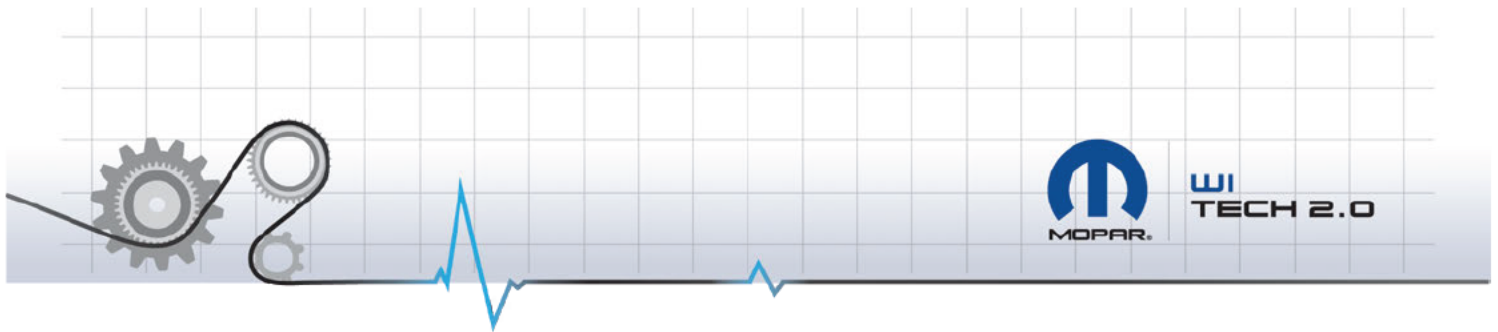
VRM | B15AA-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Display 1-

NAME	VALUE	UNITS
DTC	95 AA 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	

VRM | B14DE-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with EDM-

NAME	VALUE	UNITS
DTC	94 DE 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	

Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	



CUSTOM REPORT

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

Odometer 32836.0 miles
Publication Date May 17, 2022, 3:47:41 PM

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PLGM	B1963-00	Power Liftgate Strut Performance-	Stored
RADIO	P3211-32		Stored
RADIO	B1434-13		Active
RADIO	B1560-13	Cellular Antenna 1-Circuit Open	Stored
RADIO	B1561-13	Cellular Antenna 2-Circuit Open	Stored
RADIO	B1578-13	Audio Antenna-Circuit Open	Stored
RADIO	C2113-0F		Stored
RADIO	B143D-12	Microphone 2-Circuit Short to Battery	Active
RADIO	B156F-00	WiFi Antenna-	Active
RADIO	B156B-13	Satellite Radio Antenna-Circuit Open	Stored
RADIO	B14DA-2A	Head Unit Button-Stuck	Stored
RADIO	U11BB-00	Lost Communication with Video Routing Module-	Stored
EDM	U11BB-00	Lost Communication with Video Routing Module-	Stored
HCP	P1444-00	Power Inverter Module - Incorrect Control Mode-	Stored
HCP	P06B1-00	Sensor Power Supply 1 Circuit Low-	Active
HCP	P079B-00	Transmission Friction Element 2 Slip Detected-	Active
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active
HCP	P0A44-00	Drive Motor A Position Sensor 1 Circuit Overspeed-	Active
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
VRM	B15AB-00	Lost Low Voltage Differential Signal (LVDS) Connection with Display 2-	Stored
VRM	B15AA-00	Lost Low Voltage Differential Signal (LVDS) Connection with Display 1-	Stored
VRM	B14DE-00	Lost Low Voltage Differential Signal (LVDS) Connection with EDM-	Stored

ENVIRONMENTAL DATA SUMMARY

PLGM | B1963-00 | Stored | Power Liftgate Strut Performance-

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	
Occurrence flag	Error	
Original Odometer Value	23264	miles
Most Recent Odometer Value	23264	miles
Frequency Counter	1	
Operation Cycle Counter	0	

RADIO | P3211-32 | Stored |

NAME	VALUE	UNITS
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RADIO | B1434-13 | Active |

NAME	VALUE	UNITS
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RADIO | B1560-13 | Stored | Cellular Antenna 1-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 60 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | B1561-13 | Stored | Cellular Antenna 2-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 61 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	

Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	2	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | B1578-13 | Stored | Audio Antenna-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 78 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | C2113-0F | Stored |

NAME	VALUE	UNITS
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RADIO | B143D-12 | Active | Microphone 2-Circuit Short to Battery

NAME	VALUE	UNITS
DTCTable	94 3D 12	
TestFailed	True	
TestFailedThisMonitoringCycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	

Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	0	
RDI \$6080	60 80	
Event Counter	64	

RADIO | B156F-00 | Active | WiFi Antenna-

NAME	VALUE	UNITS
DTCTable	95 6F 00	
TestFailed	True	
TestFailedThisMonitoringCycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	0	
RDI \$6080	60 80	
Event Counter	64	

RADIO | B156B-13 | Stored | Satellite Radio Antenna-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 6B 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	

Event Counter

Event counter for clear DTC memory

RADIO | B14DA-2A | Stored | Head Unit Button-Stuck

NAME	VALUE	UNITS
DTCTable	94 DA 2A	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	30611	miles
Most Recent Odometer Value	30611	miles
Frequency Counter	1	
Ignition Counter	23	
RDI \$6080	60 80	
Event Counter	4D	

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	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	30870	miles
Most Recent Odometer Value	30870	miles
Frequency Counter	1	
Ignition Counter	22	
RDI \$6080	60 80	
Event Counter	4E	

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	
Original Odometer Value	30870	miles
Most Recent Odometer Value	30870	miles
Frequency Counter	1	
Ignition Cycle Counter	22	

HCP | P1444-00 | Stored | Power Inverter Module - Incorrect Control Mode-

NAME	VALUE	UNITS
DTC	14 44 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	6	
Ignition Cycle Counter	0	
Real time clock	108675752	sec
RAM stamps keyOn	0	sec
RAM Stamps	258326	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	73	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	70	°F

Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	20	AMP
Motor B - Inverter Current - phase B	-24	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	324	Degree
Motor A Resolver Angle	Invalid Value	Degree
Electric Motor A Speed	15431.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	385	Volts
PIM DC Link Voltage - B	384	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	384.30	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
Outside Air Temperature	65.3	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.760	Volts
Battery Feed Voltage 2 Sense	14.760	Volts
Battery Feed Voltage 3 Sense	14.544	Volts
Hybrid System State	Enable Inverters	
Inverter A IGBT Temperature for phase A	68	°F
Inverter A IGBT Temperature for phase B	68	°F

Inverter A IGBT Temperature for phase C	68	°F
Inverter B IGBT Temperature for phase A	68	°F
Inverter B IGBT Temperature for phase B	68	°F
Inverter B IGBT Temperature for phase C	68	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

HCP | P06B1-00 | Active | Sensor Power Supply 1 Circuit Low-

NAME	VALUE	UNITS
DTC	06 B1 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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	4	
Ignition Cycle Counter	0	
Real time clock	108703472	sec
RAM stamps keyOn	0	sec
RAM Stamps	258328	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	83	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	75	°F

Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	Degree
Motor B Resolver Angle Offset	4.00	Degree
Motor A Resolver Supply Voltage Value	03FD	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	12.240	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	3231.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	12.240	Volts
Battery Feed Voltage 3 Sense	12.096	Volts
Hybrid System State	Power Up	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	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	74.3	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	3	Volts
PIM DC Link Voltage - B	3	Volts
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	Idle	
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 | P079B-00 | Active | Transmission Friction Element 2 Slip Detected-

NAME	VALUE	UNITS
DTC	07 9B 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108632784	sec
RAM stamps keyOn	0	sec
RAM Stamps	258322	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%

Ignition State	Ignition Off/ACC	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	77	°F
Motor B Temp Sensor	77	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	77	°F
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	220	Degree
Motor A Resolver Angle	66	Degree
Electric Motor A Speed	16383.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	385	Volts
PIM DC Link Voltage - B	384	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	384.60	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Disable LOC Daignostic	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
Outside Air Temperature	75.2	°F
OBCM Operating Mode	UTC	

J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.024	Volts
Battery Feed Voltage 2 Sense	12.024	Volts
Battery Feed Voltage 3 Sense	12.024	Volts
Hybrid System State	Enable Inverters	
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
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108617112	sec
RAM stamps keyOn	45	sec
RAM Stamps	258305	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	

Engine Speed	0	rpm
HV Battery SOC	85	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	82	°F
Motor B Temp Sensor	82	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	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 Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	12.240	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	4.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	12.240	Volts
Battery Feed Voltage 3 Sense	12.168	Volts
Hybrid System State	Power Up	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Outside Air Temperature	76.1	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	

EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	6	Volts
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	75	°F
Inverter A IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	75	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	75	°F
APM Status	Idle	
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 | POA44-00 | Active | Drive Motor A Position Sensor 1 Circuit Overspeed-

NAME	VALUE	UNITS
DTC	0A 44 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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	2	

Ignition Cycle Counter	0	
Real time clock	108706000	sec
RAM stamps keyOn	45	sec
RAM Stamps	258330	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	83	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	77	°F
Motor B Temp Sensor	75	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	Degree
Motor B Resolver Angle Offset	4.00	Degree
Motor A Resolver Supply Voltage Value	03FD	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	14.328	Volts
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	7.467	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-7.467	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	16383.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	14.328	Volts
Battery Feed Voltage 3 Sense	14.184	Volts
Hybrid System State	Determine Hybrid System State	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP

Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Outside Air Temperature	77.0	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Disable LOC Daignostic	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	383.70	Volts
PIM DC Link Voltage - A	384	Volts
PIM DC Link Voltage - B	383	Volts
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	Buck CV	
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 | 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	
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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108617112	sec
RAM stamps keyOn	45	sec
RAM Stamps	258305	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	85	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Inverter A Input DC Current	0.0	AMP
Electric Motor A Speed	1.5	rpm
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	0	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	12.240	Volts
Battery Feed Voltage 3 Sense	12.168	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Hybrid System State	Power Up	
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	6	Volts
Passive Pump Coolant Temp In Sensor	79	°F
Low Temp Active Pump Speed	0	rpm
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	76.1	°F

HV Contactor Status	Open	
Inverter B Status Feedback	Normal OFF	
Battery Feed Voltage 1 Sense	12.240	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	12	Degree
Motor B Temp Sensor	82	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Battery Voltage from BPCM	180.00	Volts
Electric Motor B Speed	0.0	rpm
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	75	°F
Inverter A IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	75	°F
Inverter B IGBT Temperature for phase B	75	°F
Inverter B IGBT Temperature for phase C	75	°F
APM Status	Idle	
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	Inverter Disabled	
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

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

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108632848	sec
RAM stamps keyOn	60	sec
RAM Stamps	258323	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	81	°F
Motor B Temp Sensor	81	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	77	°F
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP

Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	220	Degree
Motor A Resolver Angle	Invalid Value	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	384	Volts
PIM DC Link Voltage - B	383	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	383.60	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	75.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.096	Volts
Battery Feed Voltage 2 Sense	12.168	Volts
Battery Feed Voltage 3 Sense	12.096	Volts
Hybrid System State	Determine Hybrid System State	
Inverter A IGBT Temperature for phase A	81	°F
Inverter A IGBT Temperature for phase B	81	°F
Inverter A IGBT Temperature for phase C	81	°F
Inverter B IGBT Temperature for phase A	81	°F
Inverter B IGBT Temperature for phase B	81	°F
Inverter B IGBT Temperature for phase C	81	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AB-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Display 2-

NAME	VALUE	UNITS
DTC	95 AB 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	

VRM | B15AA-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Display 1-

NAME	VALUE	UNITS
DTC	95 AA 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	

VRM | B14DE-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with EDM-

NAME	VALUE	UNITS
DTC	94 DE 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	

Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	



VEHICLE SCAN REPORT

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

Odometer 32836.0 miles
Publication Date May 17, 2022, 3:47:32 PM

ECU SUMMARY INFO

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

HSM	Heated Seat Module	CAN-I	68421106AA			68421106AA
RADIO	Radio	CAN-I	68461768AD	2C4RC1		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	04672776AA			04672776AA
EDM	External Disc Module	CAN-I	68378304AA			68378304AA
APM	Accessory Power Module	CAN-C	05185046AB			05185046AB
BPCM	Battery Pack Control Module	CAN-C	68429967AD			68429967AD
HCP	Hybrid Control Processor	CAN-C	05190240AP			05190240AP
OBCM	On Board Charging Module	CAN-C	05185047AD			05185047AD
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC			68321862AC
DSM	Display Screen Module	CAN-I	68316174AB			68316174AB
VRM	Video Routing Module	CAN-I	68376134AE			68376134AE
RCCC	Rear Cabin Comfort Controls	CAN-I	68405948AA			68405948AA
CVPM	Central vision processing module	CAN-I	68375113AA			68375113AA
EAC	Electric A/C Compressor	CAN-C	68237995AG			68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190241AP			05190241AP
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB			68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68283578AD			68283578AD
SGW	Security Gateway Module	CAN-C	68420261AA			68420261AA

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	
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 1A 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	12 27 00	11 0D 00	4201	
HSM	USA / USA	15 12 00	12 05 01	4003	
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	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	12 07 04	4005	
HCP	USA	11 1D 07	14 08 01	4005	
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 13 04	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	
ABSO	USA	0E 15 02	14 13 17	4201	
SGW		5	564	4102	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PLGM	B1963-00	Power Liftgate Strut Performance-	Stored
RADIO	P3211-32		Stored
RADIO	B1434-13		Active

RADIO	B1560-13	Cellular Antenna 1-Circuit Open	Stored
RADIO	B1561-13	Cellular Antenna 2-Circuit Open	Stored
RADIO	B1578-13	Audio Antenna-Circuit Open	Stored
RADIO	C2113-0F		Stored
RADIO	B143D-12	Microphone 2-Circuit Short to Battery	Active
RADIO	B156F-00	WiFi Antenna-	Active
RADIO	B156B-13	Satellite Radio Antenna-Circuit Open	Stored
RADIO	B14DA-2A	Head Unit Button-Stuck	Stored
RADIO	U11BB-00	Lost Communication with Video Routing Module-	Stored
EDM	U11BB-00	Lost Communication with Video Routing Module-	Stored
HCP	P1444-00	Power Inverter Module - Incorrect Control Mode-	Stored
HCP	P06B1-00	Sensor Power Supply 1 Circuit Low-	Active
HCP	P079B-00	Transmission Friction Element 2 Slip Detected-	Active
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Active
HCP	P0A44-00	Drive Motor A Position Sensor 1 Circuit Overspeed-	Active
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Active
HCP	P1A21-00	HV Battery Contactor Control Sequence Incorrect-	Stored
VRM	B15AB-00	Lost Low Voltage Differential Signal (LVDS) Connection with Display 2-	Stored
VRM	B15AA-00	Lost Low Voltage Differential Signal (LVDS) Connection with Display 1-	Stored
VRM	B14DE-00	Lost Low Voltage Differential Signal (LVDS) Connection with EDM-	Stored

ENVIRONMENTAL DATA SUMMARY

PLGM | B1963-00 | Stored | Power Liftgate Strut Performance-

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	
Occurrence flag	Error	
Original Odometer Value	23264	miles
Most Recent Odometer Value	23264	miles
Frequency Counter	1	
Operation Cycle Counter	0	

RADIO | P3211-32 | Stored |

NAME	VALUE	UNITS
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RADIO | B1434-13 | Active |

NAME	VALUE	UNITS
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RADIO | B1560-13 | Stored | Cellular Antenna 1-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 60 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | B1561-13 | Stored | Cellular Antenna 2-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 61 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	2	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | B1578-13 | Stored | Audio Antenna-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 78 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	

Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCEXtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | C2113-0F | Stored |

NAME	VALUE	UNITS
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RADIO | B143D-12 | Active | Microphone 2-Circuit Short to Battery

NAME	VALUE	UNITS
DTCTable	94 3D 12	
TestFailed	True	
TestFailedThisMonitoringCycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCEXtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	0	
RDI \$6080	60 80	
Event Counter	64	

RADIO | B156F-00 | Active | WiFi Antenna-

NAME	VALUE	UNITS
DTCTable	95 6F 00	
TestFailed	True	
TestFailedThisMonitoringCycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	

DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	0	
RDI \$6080	60 80	
Event Counter	64	

RADIO | B156B-13 | Stored | Satellite Radio Antenna-Circuit Open

NAME	VALUE	UNITS
DTCTable	95 6B 13	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	0	miles
Most Recent Odometer Value	0	miles
Frequency Counter	1	
Ignition Counter	71	
RDI \$6080	60 80	
Event Counter	Event counter for clear DTC memory	

RADIO | B14DA-2A | Stored | Head Unit Button-Stuck

NAME	VALUE	UNITS
DTCTable	94 DA 2A	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	30611	miles
Most Recent Odometer Value	30611	miles
Frequency Counter	1	

Ignition Counter	23	
RDI \$6080	60 80	
Event Counter	4D	

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	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	30870	miles
Most Recent Odometer Value	30870	miles
Frequency Counter	1	
Ignition Counter	22	
RDI \$6080	60 80	
Event Counter	4E	

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	
Original Odometer Value	30870	miles
Most Recent Odometer Value	30870	miles
Frequency Counter	1	
Ignition Cycle Counter	22	

HCP | P1444-00 | Stored | Power Inverter Module - Incorrect Control Mode-

NAME	VALUE	UNITS
DTC	14 44 00	
Test Failed	False	

Test Failed This Operation Cycle	False	
Pending DTC	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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	6	
Ignition Cycle Counter	0	
Real time clock	108675752	sec
RAM stamps keyOn	0	sec
RAM Stamps	258326	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	73	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	70	°F
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	20	AMP
Motor B - Inverter Current - phase B	-24	AMP

Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	324	Degree
Motor A Resolver Angle	Invalid Value	Degree
Electric Motor A Speed	15431.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	385	Volts
PIM DC Link Voltage - B	384	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	384.30	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
Outside Air Temperature	65.3	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.760	Volts
Battery Feed Voltage 2 Sense	14.760	Volts
Battery Feed Voltage 3 Sense	14.544	Volts
Hybrid System State	Enable Inverters	
Inverter A IGBT Temperature for phase A	68	°F
Inverter A IGBT Temperature for phase B	68	°F
Inverter A IGBT Temperature for phase C	68	°F
Inverter B IGBT Temperature for phase A	68	°F
Inverter B IGBT Temperature for phase B	68	°F
Inverter B IGBT Temperature for phase C	68	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

HCP | P06B1-00 | Active | Sensor Power Supply 1 Circuit Low-

NAME	VALUE	UNITS
DTC	06 B1 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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	4	
Ignition Cycle Counter	0	
Real time clock	108703472	sec
RAM stamps keyOn	0	sec
RAM Stamps	258328	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	83	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	73	°F
Motor B Temp Sensor	75	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	Degree
Motor B Resolver Angle Offset	4.00	Degree
Motor A Resolver Supply Voltage Value	03FD	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	12.240	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs

Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	3231.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	12.240	Volts
Battery Feed Voltage 3 Sense	12.096	Volts
Hybrid System State	Power Up	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	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	74.3	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	3	Volts
PIM DC Link Voltage - B	3	Volts
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	Idle	
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 | P079B-00 | Active | Transmission Friction Element 2 Slip Detected-

NAME	VALUE	UNITS
DTC	07 9B 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108632784	sec
RAM stamps keyOn	0	sec
RAM Stamps	258322	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%
Ignition State	Ignition Off/ACC	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	77	°F
Motor B Temp Sensor	77	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	77	°F
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	220	Degree
Motor A Resolver Angle	66	Degree
Electric Motor A Speed	16383.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	385	Volts
PIM DC Link Voltage - B	384	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	384.60	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	
EPT LOC Diag Enable	Disable LOC Daignostic	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
Outside Air Temperature	75.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.024	Volts
Battery Feed Voltage 2 Sense	12.024	Volts
Battery Feed Voltage 3 Sense	12.024	Volts
Hybrid System State	Enable Inverters	
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
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days

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

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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108617112	sec
RAM stamps keyOn	45	sec
RAM Stamps	258305	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	85	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	82	°F
Motor B Temp Sensor	82	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	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 Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	12.240	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	4.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	12.240	Volts
Battery Feed Voltage 3 Sense	12.168	Volts
Hybrid System State	Power Up	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Outside Air Temperature	76.1	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	6	Volts
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	75	°F
Inverter A IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	75	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	75	°F
APM Status	Idle	
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 | POA44-00 | Active | Drive Motor A Position Sensor 1 Circuit Overspeed-

NAME	VALUE	UNITS
DTC	0A 44 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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
Real time clock	108706000	sec
RAM stamps keyOn	45	sec
RAM Stamps	258330	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	83	%
Ignition State	Ignition Lock	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	77	°F
Motor B Temp Sensor	75	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°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	-0.40	Degree
Motor B Resolver Angle Offset	4.00	Degree
Motor A Resolver Supply Voltage Value	03FD	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	14.328	Volts
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	7.467	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-7.467	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	16383.5	rpm
Electric Motor B Speed	0.0	rpm
Battery Feed Voltage 1 Sense	14.328	Volts
Battery Feed Voltage 3 Sense	14.184	Volts
Hybrid System State	Determine Hybrid System State	
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Outside Air Temperature	77.0	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Disable LOC Daignostic	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	383.70	Volts
PIM DC Link Voltage - A	384	Volts
PIM DC Link Voltage - B	383	Volts
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	Buck CV	
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	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108617112	sec
RAM stamps keyOn	45	sec
RAM Stamps	258305	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	85	%
Ignition State	Ignition Lock	

PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Inverter A Input DC Current	0.0	AMP
Electric Motor A Speed	1.5	rpm
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	0	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	12.240	Volts
Battery Feed Voltage 3 Sense	12.168	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Hybrid System State	Power Up	
PIM DC Link Voltage - A	5	Volts
PIM DC Link Voltage - B	6	Volts
Passive Pump Coolant Temp In Sensor	79	°F
Low Temp Active Pump Speed	0	rpm
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	76.1	°F
HV Contactor Status	Open	
Inverter B Status Feedback	Normal OFF	
Battery Feed Voltage 1 Sense	12.240	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	12	Degree
Motor B Temp Sensor	82	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	

HV Battery Voltage from BPCM	180.00	Volts
Electric Motor B Speed	0.0	rpm
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	75	°F
Inverter A IGBT Temperature for phase C	75	°F
Inverter B IGBT Temperature for phase A	75	°F
Inverter B IGBT Temperature for phase B	75	°F
Inverter B IGBT Temperature for phase C	75	°F
APM Status	Idle	
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	Inverter Disabled	
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

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

NAME	VALUE	UNITS
DTC	1A 21 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	32836.0	miles
Most Recent Odometer Value	32836.0	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	108632848	sec

RAM stamps keyOn	60	sec
RAM Stamps	258323	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Applied	
Engine Speed	0	rpm
HV Battery SOC	84	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	81	°F
Motor B Temp Sensor	81	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	77	°F
Internal EPS Voltage Sense A	8.064	Volts
Internal EPS Voltage Sense B	7.992	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	0.000	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 A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	220	Degree
Motor A Resolver Angle	Invalid Value	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	384	Volts
PIM DC Link Voltage - B	383	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	383.60	Volts
SW Build Release Version	PIM_C19A_2003B0_RU_HCP__	
HCP SW Version	C19A	

EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	75.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.096	Volts
Battery Feed Voltage 2 Sense	12.168	Volts
Battery Feed Voltage 3 Sense	12.096	Volts
Hybrid System State	Determine Hybrid System State	
Inverter A IGBT Temperature for phase A	81	°F
Inverter A IGBT Temperature for phase B	81	°F
Inverter A IGBT Temperature for phase C	81	°F
Inverter B IGBT Temperature for phase A	81	°F
Inverter B IGBT Temperature for phase B	81	°F
Inverter B IGBT Temperature for phase C	81	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms

VRM | B15AB-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Display 2-

NAME	VALUE	UNITS
DTC	95 AB 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	

Ignition Cycle Counter

25

VRM | B15AA-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with Display 1-

NAME	VALUE	UNITS
DTC	95 AA 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	

VRM | B14DE-00 | Stored | Lost Low Voltage Differential Signal (LVDS) Connection with EDM-

NAME	VALUE	UNITS
DTC	94 DE 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	32828	miles
Most Recent Odometer Value	32828	miles
Frequency Counter	1	
Ignition Cycle Counter	25	

SNAPSHOT DATA SUMMARY

No Snapshot Data available for B1963-00

No Snapshot Data available for P3211-32

No Snapshot Data available for B1434-13

No Snapshot Data available for B1560-13

No Snapshot Data available for B1561-13

No Snapshot Data available for B1578-13

No Snapshot Data available for C2113-0F

No Snapshot Data available for B143D-12

No Snapshot Data available for B156F-00

No Snapshot Data available for B156B-13

No Snapshot Data available for B14DA-2A

No Snapshot Data available for U11BB-00

No Snapshot Data available for U11BB-00

No Snapshot Data available for P1444-00

No Snapshot Data available for P06B1-00

No Snapshot Data available for P079B-00

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0A44-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1A21-00

No Snapshot Data available for B15AB-00

No Snapshot Data available for B15AA-00

No Snapshot Data available for B14DE-00