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VEHICLE SCAN REPORT

Vehicle 2021 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 7644.4 miles
Publication Date 5/27/2022, 2:48:05 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	68499122AF	[REDACTED]	[REDACTED]	68499122AF
PLGM	Power Liftgate	CAN-I	68466171AI			68466171AI
ICS	Integrated Center Stack	CAN-I	7AS341X8AA			7AS341X8AA
RFH	Radio Frequency Hub	CAN-C	68500152AA			68500152AA
ESM	Electronic Shifter	CAN-C	68240089AN			68240089AN
ORC	Occupant Restraint	CAN-C	68526665AB			68526665AB
EPS	Electric Power Steering	CAN-C	68460392AA			68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68493454AE			68493454AE
DDM	Driver Door Module	CAN-I	68496463AB			68496463AB
PDM	Passenger Door Module	CAN-I	68496462AB			68496462AB
DMRL	Door Module Rear Left	CAN-I	68508894AB			68508894AB
DMRR	Door Module Rear Right	CAN-I	68508894AB			68508894AB
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AD			68369596AD
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AD			68369596AD
MSM	Memory Seat Module	CAN-I	68321862AC			68321862AC
CSWM	Comfort Seat Wheel Module	CAN-I	68517011AB			68517011AB
AMP	Amplifier	CAN-I	68549088AA			68549088AA
IPC	Instrument Panel Cluster	CAN-C	68434960AF			68434960AF
PTS	Parktronics	CAN-C	68485862AB			68485862AB
SCCM	Steering Column Control Module	CAN-C	68531525AA			68531525AA
BCM	Body Controller	CAN-C	68491085AG			68491085AG

ACC	Adaptive Cruise Control	CAN-C	68540436AC		68540436AC
RADIO	Radio	CAN-I	68465292AE		68465292AE
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	04672786AC		04672786AC
RBSS	Right Blind Spot Sensor	CAN-I	04672786AC		04672786AC
FFCM	Forward Facing Camera Module	CAN-C	68551091AA		68551091AA
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193183AF		05193183AF
HCP	Hybrid Control Processor	CAN-C	05185116AJ		05185116AJ
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC		68321862AC
DSM	Display Screen Module	CAN-I	68438382AF		68438382AF
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
CVPM	Central vision processing module	CAN-I	56029920AB		56029920AB
EAC	Electric A/C Compressor	CAN-C			—
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05185117AH		05185117AH
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68471122AD		68471122AD
SGW	Security Gateway Module	CAN-C	68488429AB		68488429AB
TBM2	Telematic Box Module 2	CAN-C	68444865AH		68444865AH

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	75 02 00	4422	
PLGM	USA	0	5084	000200000031	
ICS	USA	0F 0C 00	13 31 01	4700	
RFH	USA / USA	10 17 00	13 26 00	4A00	
ESM	USA / USA	13 02 00	14 23 FF	4402	
ORC	USA / USA	14 06 00	14 12 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	

HVAC	USA	0E 09 00	14 2F 01	4401	
DDM	USA	11 07 00	14 07 00	4202	
PDM	USA	11 07 00	14 07 00	4202	
DMRL	USA / USA	10 0B 00	14 08 00	4201	
DMRR	USA / USA	10 0B 00	14 08 00	4201	
PSDML	USA / USA	10 17 00	14 10 12	4001	
PSDMR	USA / USA	10 17 00	14 10 12	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
CSWM	USA	11 2A 00	14 25 00	4302	
AMP	USA	21 01 01	15 16 00	4030	
IPC	USA / USA	12 06 00	14 34 00	4705	
PTS	USA	0E 32 00	15 05 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 26 90	4420	
ACC	USA / USA	14 2A 01	15 23 02	4400	
RADIO		65	5671	000200000008	
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	15 08 00	4202	
RBSS	USA / USA	11 30 02	15 08 00	4202	
FFCM	USA / USA	11 06 00	15 0C 00	4102	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	15 07 00	4005	
HCP	USA	11 1F 04	0F 2D 00	4006	
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	14 0C 00	15 06 00	4300	
RCCC	USA	0F 1D 00	13 04 00	4000	
CVPM	USA / USA	11 27 01	14 0C 01	4004	
EAC	—	—	—	4102	
AHCP	USA	11 1F 04	0F 2D 00	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	
ABSO	USA	0E 15 02	14 1B 26	4201	
SGW		5	969	4103	
TBM2	USA	13 0E 02	14 2A 5F	4104	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	U0074	Dedicated Powertrain (D-PT) CAN Bus Off	Active
PCM	U1852	Implausible Data Received from ABS on D-PT	Active
PCM	U0594	Implausible Data Received From Hybrid Control Module	Stored
ESM	U0074-00	Dedicated Powertrain (D-PT) CAN Bus Off-	Active
ESM	U1853-00	Implausible Data Received from Hybrid Powertrain Control Processor on D-PT-	Active

PTS	U0415-00	Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-	Active
ACC	C2225-00	PCM Disabled ECU-	Active
ACC	C2227-00	ABS Disabled ECU-	Active
ACC	U0415-00	Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-	Active
HCP	P0513-00	Invalid SKIM Key-	Active
HCP	P0A0A-00	High Voltage System Interlock Circuit "A"-	Stored
HCP	U0073-00	Hybrid/EV Bus Off-	Active
HCP	U0111-00	Lost Communication With Battery Energy Control Module-	Active
HCP	U016B-00	Lost Communication With A/C Compressor "A" Control Module-	Stored
HCP	U0293-00	Lost Communication with Hybrid Control Module "A"-	Active
HCP	U1814-00	OBCM Lost Communication with BPCM-	Active
HCP	U1817-00	Lost Communication With Hybrid Powertrain Control Module on D-PT-	Stored
HCP	U1818-00	Lost Communication With ECM/PCM on D-PT CAN-	Active
HCP	U1831-00	Lost Communication with ESM on D-PT-	Stored
HCP	U1850-00	Implausible Data Received from PCM on D-PT-	Stored
HCP	U1852-00	Implausible Data Received from ABS on D-PT-	Active
EBBM	U1852-00	Implausible Data Received from ABS on D-PT-	Active
EBBM	U1818-00	Lost Communication With ECM/PCM on D-PT CAN-	Stored
EBBM	U0074-00	Dedicated Powertrain (D-PT) CAN Bus Off-	Active
ABSO	C0021-00	Brake Booster-	Active
ABSO	U1822-00	Lost Communication with EBBM on D-PT CAN-	Active
ABSO	U1817-00	Lost Communication With Hybrid Powertrain Control Module on D-PT-	Stored
ABSO	U0074-00	Dedicated Powertrain (D-PT) CAN Bus Off-	Stored
ABSO	C121C-00	Torque Request Signal Denied-	Stored

ENVIRONMENTAL DATA SUMMARY

PCM | U0074 | Active | Dedicated Powertrain (D-PT) CAN Bus Off

NAME	VALUE	UNITS
Number of DTC	1	
DTC	C0 74	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Odometer	7631.4	miles
Accumulation Timer	3	minutes
Ignition Key Cycles	0	
Starts Since Set Counter	0	
Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | U1852 | Active | Implausible Data Received from ABS on D-PT

NAME	VALUE	UNITS
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Number of DTC	1	
DTC	D8 52	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Odometer	7631.4	miles
Accumulation Timer	2	minutes
Ignition Key Cycles	0	
Starts Since Set Counter	0	
Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | U0594 | Stored | Implausible Data Received From Hybrid Control Module

NAME	VALUE	UNITS
Number of DTC	1	
DTC	C5 94	
DTC Readiness Flag	Not Complete	
DTC Storage State	Stored	
Warning Indicator Request State	On	
Odometer	7631.4	miles
Accumulation Timer	0	minutes
Ignition Key Cycles	2	
Starts Since Set Counter	1	
Key Cycles Since DTC Last Set Counter	3	
Warm Up Cycles	0	
Good Trip Counter	0	

ESM | U0074-00 | Active | Dedicated Powertrain (D-PT) CAN Bus Off-

NAME	VALUE	UNITS
DTC	C0 74 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	75	
Ignition Cycle Counter	1	

Ignition Status	Ignition Start	
Operating Voltage	12.4	Volts
Operation Time	13137	Min

ESM | U1853-00 | Active | Implausible Data Received from Hybrid Powertrain Control Processor on D-PT-

NAME	VALUE	UNITS
DTC	D8 53 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	14	
Ignition Cycle Counter	1	
Ignition Status	Ignition Run	
Operating Voltage	13.9	Volts
Operation Time	13132	Min
Sub-Faults	00	

PTS | U0415-00 | Active | Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-

NAME	VALUE	UNITS
DTC	C4 15 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	False	
DTC Extended Data Record Number - All	03	
Occurrence flag	Occurrence	
Original Odometer Value	0	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	2	
DC/DC Converter Voltage	01	Volt

ACC | C2225-00 | Active | PCM Disabled ECU-

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Operation Cycle Counter		
Vehicle Speed		MPH
Engine RPM		rpm
ACC Set Speed		MPH
Object of Interest Distance		FEET
Engine Torque Request		Ft-Lbs
PRNDL Status		
Ignition Voltage		
System Voltage		Volts

ACC | C2227-00 | Active | ABS Disabled ECU-

NAME	VALUE	UNITS
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	ERROR	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	1	
Operation Cycle Counter	0	
Vehicle Speed	0	MPH
Engine RPM	0	rpm
ACC Set Speed	0	MPH
Object of Interest Distance	830	FEET
Engine Torque Request	SNA	Ft-Lbs
PRNDL Status	D range	

Ignition Voltage	14.0	
System Voltage	14.1	Volts

ACC | U0415-00 | Active | Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-

NAME	VALUE	UNITS
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	ERROR	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	1	
Operation Cycle Counter	0	
Vehicle Speed	0	MPH
Engine RPM	896	rpm
ACC Set Speed	0	MPH
Object of Interest Distance	830	FEET
Engine Torque Request	SNA	Ft-Lbs
PRNDL Status	P range	
Ignition Voltage	13.9	
System Voltage	14.1	Volts

HCP | P0513-00 | Active | Invalid SKIM Key-

NAME	VALUE	UNITS
DTC	05 13 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	False	
Occurrence flag	Occurrence	
Original Odometer Value	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	16992144	sec

RAM stamps keyOn	0	sec
RAM Stamps	12625	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	25	%
Ignition State	Ignition Off/ACC	
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	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	344	Volts
PIM DC Link Voltage - B	343	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	343.20	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	

EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	167.0	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.600	Volts
Battery Feed Voltage 2 Sense	12.600	Volts
Battery Feed Voltage 3 Sense	12.672	Volts
Hybrid System State	Evaluate High Voltage Enable	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	77	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	77	°F
Inverter B IGBT Temperature for phase B	79	°F
Inverter B IGBT Temperature for phase C	77	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	43	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	831	ms

HCP | POA0A-00 | Stored | High Voltage System Interlock Circuit "A"-

NAME	VALUE	UNITS
DTC	0A 0A 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	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	2	
Ignition Cycle Counter	0	

Real time clock	16991684	sec
RAM stamps keyOn	105	sec
RAM Stamps	12625	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	25	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	82	°F
Motor B Temp Sensor	81	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	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	43.603	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-43.603	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	-4	AMP
Motor A - Inverter Current - phase B	-4	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	0	AMP
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.5	rpm
PIM DC Link Voltage - A	7	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	

HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	74.3	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.744	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	77	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	77	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	77	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	34	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	844	ms

HCP | U0073-00 | Active | Hybrid/EV Bus Off-

NAME	VALUE	UNITS
DTC	C0 73 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	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	156	

Ignition Cycle Counter	0	
Real time clock	0	sec
RAM stamps keyOn	120	sec
RAM Stamps	12628	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	26	%
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	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	344	Volts
PIM DC Link Voltage - B	343	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	343.30	Volts

SW Build Release Version	PIM_21B_2109A0_RU_HCP___	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	167.0	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	79	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	79	°F
Inverter B IGBT Temperature for phase B	79	°F
Inverter B IGBT Temperature for phase C	79	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	46	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	475	ms

HCP | U0111-00 | Active | Lost Communication With Battery Energy Control Module-

NAME	VALUE	UNITS
DTC	C1 11 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	7644.4	miles
Most Recent Odometer Value	7644.4	miles

Frequency Counter	9	
Ignition Cycle Counter	0	
Real time clock	16992144	sec
RAM stamps keyOn	15	sec
RAM Stamps	12625	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	25	%
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	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
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	0	AMP
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	0.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	343	Volts
PIM DC Link Voltage - B	343	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	

HV Battery Voltage from BPCM	343.10	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP___	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
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	12.960	Volts
Battery Feed Voltage 2 Sense	12.960	Volts
Battery Feed Voltage 3 Sense	13.032	Volts
Hybrid System State	High Voltage Enabled	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	79	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	77	°F
Inverter B IGBT Temperature for phase B	79	°F
Inverter B IGBT Temperature for phase C	77	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	43	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	506	ms

HCP | U016B-00 | Stored | Lost Communication With A/C Compressor "A" Control Module-

NAME	VALUE	UNITS
DTC	C1 6B 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7644.4	miles

Most Recent Odometer Value	7644.4	miles
Frequency Counter	10	
Ignition Cycle Counter	0	
Real time clock	16992144	sec
RAM stamps keyOn	15	sec
RAM Stamps	12625	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	25	%
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
A/C Refrigerant Pressure	94.3	PSI
Passive Pump Coolant Temp In Sensor	79	°F
Electric Coolant Heater Temp Sensor	100	°F
Heater Core Coolant Temp Sensor	117	°F
Motor A Temp Sensor	81	°F
Motor B Temp Sensor	81	°F
Outside Air Temperature	75.2	°F
Thermal System Enable State	On	
EAC Compressor Speed	0	rpm
High Temperature Shut-Off Valve Status	Off	
Front Refrigerant Shut-Off Valve Status	Off	
High Temp Cabin Valve Feedback	90.94	degrees
Chiller Shut-Off Valve Status	Off	
Radiator Fan Duty Cycle	7	%
HV Coolant Heater - Measured Coolant Inlet Temp	118	°F
HV Coolant Heater - Measured Coolant Outlet Temp	120	°F
Low Temp Passive Pump - Temperature	77	°F
Low Temp Active Pump - Temperature	70	°F
Battery Feed Voltage 2 Sense	12.816	Volts
Battery Feed Voltage 3 Sense	12.888	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Hybrid System State	High Voltage Enabled	
Battery Feed Voltage 1 Sense	12.816	Volts
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs

Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	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
Motor A Resolver Angle	82	Degree
Motor B Resolver Angle	334	Degree
CBC Wake-Up Input	On	
EPT LOC Diag Enable	Enable Limited LOC Diagnostic	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	343.20	Volts
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	344	Volts
PIM DC Link Voltage - B	343	Volts
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	77	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	77	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	77	°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
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	42	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	363	ms

NAME	VALUE	UNITS
DTC	C2 93 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number		
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
Engine Speed		rpm
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
HVIL Sense Input State		
No Charging Reasons		
Battery Feed Voltage 2 Sense		Volts
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
Hybrid System State		
SW Build Release Version		
HCP SW Version		
EPT LOC Diag Enable		
CAN Overrun Counter		Number
Impact Event		
Outside Air Temperature		°F
Maximum Charge Current Allowed		Amps
Charge Current Available		AMP

OBCM Derating Reason		
OBCM Operating Mode		
HCP Commanded OBCM Mode		
J1772 Prox Detected State		
J1772 Pilot Detected State		
OBCM J1772 S2 Status		
HCP J1772 S2 Close Command		
OBCM Ready to Charge		
HCP Command to Enable Charging		
HCP Charging System Status		
HCP Charging Level		
HCP Charging System Fault		
HCP Charging Fault Reason		
HV Battery Contactor State		
DC Voltage Not Detected		
AC Voltage Detected		
HV Battery Actual Current		AMP
AC Voltage for Charging		Volts
AC Current During Charging		Amps
Maximum EVSE Current Available		AMP
HCP Charging Current Command		AMP
HCP Charging Voltage Command		Volts
DC Charging Current		Amps
OBCM Charging Voltage		Volts
OBCM Module A Max Temperature		°F
OBCM Module B Max Temperature		°F
OBCM Module A PCB Temperature		°F
OBCM Module B PCB Temperature		°F
OBCM Accumulated Charging Time		hrs
OBCM Charging Power		KW-Hrs
HV Battery Pump Current		AMP
Radiator Fan Command		%
HV Battery Inlet Temperature		°F
HV Battery Outlet Temperature		°F
HV Battery Min Cell Voltage		Volts
Max Cell Voltage		Volts
Min Cell Temperature		°F
Max Cell Temperature		°F
HV Battery Sleep Time		Days
HV Battery SOC		%
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Actual Torque - Motor A		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs

Available Motor Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor B Resolver Angle		Degree
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
HCP System Shutdown Command		
PHEV Charging Status		
Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
GPS Date - Year		Year
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | U1814-00 | Active | OBCM Lost Communication with BPCM-

NAME	VALUE	UNITS
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DTC	D8 14 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number		
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
Engine Speed		rpm
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
HVIL Sense Input State		
No Charging Reasons		
Battery Feed Voltage 2 Sense		Volts
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
Hybrid System State		
SW Build Release Version		
HCP SW Version		
EPT LOC Diag Enable		
CAN Overrun Counter		Number
Impact Event		
Outside Air Temperature		°F
Maximum Charge Current Allowed		Amps
Charge Current Available		AMP
OBCM Derating Reason		

OBCM Operating Mode

HCP Commanded OBCM Mode

J1772 Prox Detected State

J1772 Pilot Detected State

OBCM J1772 S2 Status

HCP J1772 S2 Close Command

OBCM Ready to Charge

HCP Command to Enable Charging

HCP Charging System Status

HCP Charging Level

HCP Charging System Fault

HCP Charging Fault Reason

HV Battery Contactor State

DC Voltage Not Detected

AC Voltage Detected

HV Battery Actual Current

AMP

AC Voltage for Charging

Volts

AC Current During Charging

Amps

Maximum EVSE Current Available

AMP

HCP Charging Current Command

AMP

HCP Charging Voltage Command

Volts

DC Charging Current

Amps

OBCM Charging Voltage

Volts

OBCM Module A Max Temperature

°F

OBCM Module B Max Temperature

°F

OBCM Module A PCB Temperature

°F

OBCM Module B PCB Temperature

°F

OBCM Accumulated Charging Time

hrs

OBCM Charging Power

KW-Hrs

HV Battery Pump Current

AMP

Radiator Fan Command

%

HV Battery Inlet Temperature

°F

HV Battery Outlet Temperature

°F

HV Battery Min Cell Voltage

Volts

Max Cell Voltage

Volts

Min Cell Temperature

°F

Max Cell Temperature

°F

HV Battery Sleep Time

Days

HV Battery SOC

%

Battery Feed Voltage 1 Sense

Volts

Battery Feed Voltage 3 Sense

Volts

Actual Torque - Motor A

Ft-Lbs

Actual Torque - Motor B

Ft-Lbs

Available Motor Torque - Motor A

Ft-Lbs

Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor B Resolver Angle		Degree
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
HCP System Shutdown Command		
PHEV Charging Status		
Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
GPS Date - Year		Year
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | U1817-00 | Stored | Lost Communication With Hybrid Powertrain Control Module on D-PT-

NAME	VALUE	UNITS
DTC	D8 17 00	

Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	96	
Ignition Cycle Counter	0	
Real time clock	0	sec
RAM stamps keyOn	120	sec
RAM Stamps	12628	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	26	%
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	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
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	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	344	Volts
PIM DC Link Voltage - B	343	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	343.30	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	167.0	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	79	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	79	°F
Inverter B IGBT Temperature for phase B	79	°F
Inverter B IGBT Temperature for phase C	79	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	46	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	300	ms

HCP | U1818-00 | Active | Lost Communication With ECM/PCM on D-PT CAN-

NAME	VALUE	UNITS
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DTC	D8 18 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	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	42	
Ignition Cycle Counter	0	
Real time clock	16992080	sec
RAM stamps keyOn	30	sec
RAM Stamps	12625	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	25	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	True	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	81	°F
Motor B Temp Sensor	81	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	84	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	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
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	1.0	rpm
Electric Motor B Speed	1.5	rpm
PIM DC Link Voltage - A	343	Volts
PIM DC Link Voltage - B	342	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	342.70	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
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	14.040	Volts
Battery Feed Voltage 2 Sense	14.112	Volts
Battery Feed Voltage 3 Sense	14.040	Volts
Hybrid System State	Propulsion System Active	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	77	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	77	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	77	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	41	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	763	ms

NAME	VALUE	UNITS
DTC	D8 31 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
Real time clock	0	sec
RAM stamps keyOn	30	sec
RAM Stamps	12626	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	26	%
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	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
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	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	344	Volts
PIM DC Link Voltage - B	343	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	343.30	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	167.0	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	77	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	77	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	77	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	45	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	69	ms

HCP | U1850-00 | Stored | Implausible Data Received from PCM on D-PT-

NAME	VALUE	UNITS
DTC	D8 50 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	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	5	
Ignition Cycle Counter	0	
Real time clock	16991616	sec
RAM stamps keyOn	30	sec
RAM Stamps	12624	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	25	%
Ignition State	Reserved	
PRND Position Display	D	
Propulsion System Active	True	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	82	°F
Motor B Temp Sensor	81	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	84	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP

Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	66	Degree
Motor A Resolver Angle	74	Degree
Electric Motor A Speed	1.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	343	Volts
PIM DC Link Voltage - B	342	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	342.70	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP___	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
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	14.040	Volts
Battery Feed Voltage 2 Sense	14.040	Volts
Battery Feed Voltage 3 Sense	13.968	Volts
Hybrid System State	Propulsion System Active	
Inverter A IGBT Temperature for phase A	79	°F
Inverter A IGBT Temperature for phase B	79	°F
Inverter A IGBT Temperature for phase C	79	°F
Inverter B IGBT Temperature for phase A	79	°F
Inverter B IGBT Temperature for phase B	79	°F
Inverter B IGBT Temperature for phase C	79	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	33	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	332	ms

HCP | U1852-00 | Active | Implausible Data Received from ABS on D-PT-

NAME	VALUE	UNITS
DTC	D8 52 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	7644.4	miles
Most Recent Odometer Value	7644.4	miles
Frequency Counter	7	
Ignition Cycle Counter	0	
Real time clock	0	sec
RAM stamps keyOn	15	sec
RAM Stamps	12626	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	26	%
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	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP

Motor A - Inverter Current - phase B	-4	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
Motor B Resolver Angle	334	Degree
Motor A Resolver Angle	82	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	344	Volts
PIM DC Link Voltage - B	343	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	343.40	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP___	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	167.0	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.600	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.600	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	77	°F
Inverter A IGBT Temperature for phase B	77	°F
Inverter A IGBT Temperature for phase C	77	°F
Inverter B IGBT Temperature for phase A	77	°F
Inverter B IGBT Temperature for phase B	77	°F
Inverter B IGBT Temperature for phase C	77	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	27	Days
UTC Time - Hours	19	Hours
UTC Time - Minutes	44	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	619	ms

EBBM | U1852-00 | Active | Implausible Data Received from ABS on D-PT-

NAME	VALUE	UNITS
DTC	D8 52 00	
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Fault Time	354.80	S
Booster Supply	14.1	V
ECU Supply	14.1	V
Ignition	14.1	V
Pedal Travel Sensor Supply	5.0	V
iBooster System Mode	Diagnostic Mode - iBooster is in Diagnostic Mode	
Brake Pedal Applied	Brake Pedal Applied	
iBooster ECU Temperature Channel 1	73.3438	°F
iBooster ECU Temperature Channel 2	72.7531	°F
iBooster Brake Pedal State	Brake Pedal Applied	
ESP Master Cylinder Pressure	0.00	PSI
Pedal Travel Sensor One	1.8339609	mm_
Pedal Travel Sensor Two	1.8886477	mm_
iBooster Rotary Position Sensor	0.00	Deg
iBooster Output Rod Stroke	1.75	mm_
iBooster Input Rod Stroke	1.87	mm_
iBooster Boost Body Stroke	-0.07	mm_
Vehicle Speed	0.66	MPH
Supplier Internal Code	221	

EBBM | U1818-00 | Stored | Lost Communication With ECM/PCM on D-PT CAN-

NAME	VALUE	UNITS
DTC	D8 18 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	False	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	4	
Ignition Cycle Counter	0	
Fault Time	646.20	S
Booster Supply	14.0	V
ECU Supply	14.0	V
Ignition	14.0	V
Pedal Travel Sensor Supply	5.0	V
iBooster System Mode	Actuated Mode - iBooster is actually providing a support force	
Brake Pedal Applied	Brake Pedal Applied	
iBooster ECU Temperature Channel 1	78.4063	°F
iBooster ECU Temperature Channel 2	77.8156	°F
iBooster Brake Pedal State	Brake Pedal Applied	
ESP Master Cylinder Pressure	34.37	PSI
Pedal Travel Sensor One	7.0995185	mm_
Pedal Travel Sensor Two	7.1346743	mm_
iBooster Rotary Position Sensor	FFFF	Deg
iBooster Output Rod Stroke	7.09	mm_
iBooster Input Rod Stroke	7.12	mm_
iBooster Boost Body Stroke	7.07	mm_
Vehicle Speed	0.00	MPH
Supplier Internal Code	192	

EBBM | U0074-00 | Active | Dedicated Powertrain (D-PT) CAN Bus Off-

NAME	VALUE	UNITS
DTC	C0 74 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	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	ERROR	

Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	3	
Ignition Cycle Counter	0	
Fault Time	34.20	S
Booster Supply	14.0	V
ECU Supply	14.1	V
Ignition	14.1	V
Pedal Travel Sensor Supply	5.0	V
iBooster System Mode	Actuated Mode - iBooster is actually providing a support force	
Brake Pedal Applied	Brake Pedal Applied	
iBooster ECU Temperature Channel 1	76.2688	°F
iBooster ECU Temperature Channel 2	75.9594	°F
iBooster Brake Pedal State	Brake Pedal Applied	
ESP Master Cylinder Pressure	604.52	PSI
Pedal Travel Sensor One	16.2634637	mm_
Pedal Travel Sensor Two	16.2771354	mm_
iBooster Rotary Position Sensor	FFFF	Deg
iBooster Output Rod Stroke	16.35	mm_
iBooster Input Rod Stroke	16.29	mm_
iBooster Boost Body Stroke	16.04	mm_
Vehicle Speed	0.00	MPH
Supplier Internal Code	141	

ABSO | C0021-00 | Active | Brake Booster-

NAME	VALUE	UNITS
DTC	40 21 00	
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	1	

Ignition Cycle Counter	0	
Fault Time	330.20	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	OK	
Supply Voltage Valves	14.0	V
Brake Pedal Status	Released	
Supply voltage Pump	14.0	V
Brake Pedal Travel Sensor Position	0	%
Ignition Unfiltered	14.0	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	6.40	°
Longitudinal Acceleration	0.00	m/s ²
Lateral Acceleration	-0.22	m/s ²
Yaw Rate	0.000	°/s
Primary Circuit Pressure	0.00	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	No	
BLS Low	Yes	
Park Brake	Not Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	P	
Transmission selector lever setting	P	

Status Parking Brake Left	Brake is in an Unknown State	
Status Parking Brake Right	Brake is in an Unknown State	
EPB Switch Status	Idle	
Supplier Internal Code	583	

ABSO | U1822-00 | Active | Lost Communication with EBBM on D-PT CAN-

NAME	VALUE	UNITS
DTC	D8 22 00	
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Fault Time	354.80	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	OK	
Supply Voltage Valves	14.0	V
Brake Pedal Status	Pressed	
Supply voltage Pump	14.1	V
Brake Pedal Travel Sensor Position	6	%
Ignition Unfiltered	14.0	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	96.00	°
Longitudinal Acceleration	0.43	m/s^2
Lateral Acceleration	0.00	m/s^2

Yaw Rate	0.000	°/s
Primary Circuit Pressure	0.00	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	Yes	
BLS Low	No	
Park Brake	Not Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	1	
Transmission selector lever setting	D	
Status Parking Brake Left	Brake is in an Unknown State	
Status Parking Brake Right	Brake is in an Unknown State	
EPB Switch Status	Idle	
Supplier Internal Code	266	

ABSO | U1817-00 | Stored | Lost Communication With Hybrid Powertrain Control Module on D-PT-

NAME	VALUE	UNITS
DTC	D8 17 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	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles

Most Recent Odometer Value	7635	miles
Frequency Counter	3	
Ignition Cycle Counter	0	
Fault Time	677.80	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	ESC/TSC Fault	
Supply Voltage Valves	13.9	V
Brake Pedal Status	Pressed	
Supply voltage Pump	14.1	V
Brake Pedal Travel Sensor Position	69	%
Ignition Unfiltered	14.0	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	6.40	°
Longitudinal Acceleration	0.00	m/s^2
Lateral Acceleration	0.00	m/s^2
Yaw Rate	0.000	°/s
Primary Circuit Pressure	367.67	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	Yes	
BLS Low	No	
Park Brake	Not Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	

Actual Gear	1	
Transmission selector lever setting	D	
Status Parking Brake Left	Brake is in an Unknown State	
Status Parking Brake Right	Brake is in an Unknown State	
EPB Switch Status	Idle	
Supplier Internal Code	338	

ABSO | U0074-00 | Stored | Dedicated Powertrain (D-PT) CAN Bus Off-

NAME	VALUE	UNITS
DTC	C0 74 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	21	
Ignition Cycle Counter	0	
Fault Time	303.20	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	ESC/TSC Fault	
Supply Voltage Valves	12.6	V
Brake Pedal Status	Released	
Supply voltage Pump	12.7	V
Brake Pedal Travel Sensor Position	0	%
Ignition Unfiltered	12.6	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	6.40	°

Longitudinal Acceleration	0.00	m/s^2
Lateral Acceleration	0.00	m/s^2
Yaw Rate	0.000	°/s
Primary Circuit Pressure	0.00	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	No	
BLS Low	Yes	
Park Brake	Not Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	P	
Transmission selector lever setting	P	
Status Parking Brake Left	Brake is Released	
Status Parking Brake Right	Brake is Released	
EPB Switch Status	Idle	
Supplier Internal Code	192	

ABSO | C121C-00 | Stored | Torque Request Signal Denied-

NAME	VALUE	UNITS
DTC	52 1C 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	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	

Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7635	miles
Frequency Counter	4	
Ignition Cycle Counter	0	
Fault Time	642.60	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	ESC/TSC Fault	
Supply Voltage Valves	14.0	V
Brake Pedal Status	Pressed	
Supply voltage Pump	14.2	V
Brake Pedal Travel Sensor Position	30	%
Ignition Unfiltered	14.0	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	12.80	°
Longitudinal Acceleration	0.00	m/s^2
Lateral Acceleration	0.00	m/s^2
Yaw Rate	0.000	°/s
Primary Circuit Pressure	28.28	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	Yes	
BLS Low	No	
Park Brake	Not Activated	
ESP-OFF mode	No	

Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	1	
Transmission selector lever setting	D	
Status Parking Brake Left	Brake is in an Unknown State	
Status Parking Brake Right	Brake is in an Unknown State	
EPB Switch Status	Idle	
Supplier Internal Code	278	

SNAPSHOT DATA SUMMARY

No Snapshot Data available for U0074

No Snapshot Data available for U1852

No Snapshot Data available for U0594

No Snapshot Data available for U0074-00

No Snapshot Data available for U1853 00

No Snapshot Data available for U0415-00

No Snapshot Data available for C2225-00

No Snapshot Data available for C2227-00

No Snapshot Data available for U0415-00

No Snapshot Data available for P0513-00

No Snapshot Data available for P0A0A-00

No Snapshot Data available for U0073-00

No Snapshot Data available for U0111-00

No Snapshot Data available for U016B-00

No Snapshot Data available for U0293-00

No Snapshot Data available for U1814-00

No Snapshot Data available for U1817-00

No Snapshot Data available for U1818-00

No Snapshot Data available for U1831-00

No Snapshot Data available for U1850-00

No Snapshot Data available for U1852-00

No Snapshot Data available for U1852-00

No Snapshot Data available for U1818-00

No Snapshot Data available for U0074-00

No Snapshot Data available for C0021-00

No Snapshot Data available for U1822-00

No Snapshot Data available for U1817-00

No Snapshot Data available for U0074-00

No Snapshot Data available for C121C-00



CONFIGURATION REPORT

Vehicle 2021 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 7650.1 miles
Publication Date May 31, 2022, 12:02:57 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	68499122AF	[REDACTED]	[REDACTED]	68499122AF
PLGM	Power Liftgate	CAN-I	68466171AI			68466171AI
ICS	Integrated Center Stack	CAN-I	7AS341X8AA			7AS341X8AA
RFH	Radio Frequency Hub	CAN-C	68500152AA			68500152AA
ESM	Electronic Shifter	CAN-C	68240089AN			68240089AN
ORC	Occupant Restraint	CAN-C	68526665AB			68526665AB
EPS	Electric Power Steering	CAN-C	68460392AA			68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68493454AE			68493454AE
DDM	Driver Door Module	CAN-I	68496463AB			68496463AB
PDM	Passenger Door Module	CAN-I	68496462AB			68496462AB
DMRL	Door Module Rear Left	CAN-I	68508894AB			68508894AB
DMRR	Door Module Rear Right	CAN-I	68508894AB			68508894AB
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AD			68369596AD
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AD			68369596AD
MSM	Memory Seat Module	CAN-I	68321862AC			68321862AC
CSWM	Comfort Seat Wheel Module	CAN-I	68517011AB			68517011AB
AMP	Amplifier	CAN-I	68549088AA			68549088AA
IPC	Instrument Panel Cluster	CAN-C	68434960AF			68434960AF
PTS	Parktronics	CAN-C	68485862AB			68485862AB
SCCM	Steering Column Control Module	CAN-C	68531525AA			68531525AA
BCM	Body Controller	CAN-C	68491085AG			68491085AG

ACC	Adaptive Cruise Control	CAN-C	68540436AC		68540436AC
RADIO	Radio	CAN-I	68465292AE		68465292AE
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	04672786AC		04672786AC
RBSS	Right Blind Spot Sensor	CAN-I	04672786AC		04672786AC
FFCM	Forward Facing Camera Module	CAN-C	68551091AA		68551091AA
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193183AF		05193183AF
HCP	Hybrid Control Processor	CAN-C	05185116AJ		05185116AJ
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC		68321862AC
DSM	Display Screen Module	CAN-I	68438382AF		68438382AF
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
CVPM	Central vision processing module	CAN-I	56029920AB		56029920AB
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05185117AH		05185117AH
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68471122AD		68471122AD
SGW	Security Gateway Module	CAN-C	68488429AB		68488429AB
TBM2	Telematic Box Module 2	CAN-C	68444865AH		68444865AH

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	75 02 00	4422	
PLGM	USA	0	5084	000200000031	
ICS	USA	0F 0C 00	13 31 01	4700	
RFH	USA / USA	10 17 00	13 26 00	4A00	
ESM	USA / USA	13 02 00	14 23 FF	4402	
ORC	USA / USA	14 06 00	14 12 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	

HVAC	USA	0E 09 00	14 2F 01	4401	
DDM	USA	11 07 00	14 07 00	4202	
PDM	USA	11 07 00	14 07 00	4202	
DMRL	USA / USA	10 0B 00	14 08 00	4201	
DMRR	USA / USA	10 0B 00	14 08 00	4201	
PSDML	USA / USA	10 17 00	14 10 12	4001	
PSDMR	USA / USA	10 17 00	14 10 12	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
CSWM	USA	11 2A 00	14 25 00	4302	
AMP	USA	21 01 01	15 16 00	4030	
IPC	USA / USA	12 06 00	14 34 00	4705	
PTS	USA	0E 32 00	15 05 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 26 90	4420	
ACC	USA / USA	14 2A 01	15 23 02	4400	
RADIO		65	5671	000200000008	
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	15 08 00	4202	
RBSS	USA / USA	11 30 02	15 08 00	4202	
FFCM	USA / USA	11 06 00	15 0C 00	4102	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	15 07 00	4005	
HCP	USA	11 1F 04	0F 2D 00	4006	
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	14 0C 00	15 06 00	4300	
RCCC	USA	0F 1D 00	13 04 00	4000	
CVPM	USA / USA	11 27 01	14 0C 01	4004	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	0F 2D 00	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	
ABSO	USA	0E 15 02	14 1B 26	4201	
SGW		5	969	4103	
TBM2	USA	13 0E 02	14 2A 5F	4104	

CONFIGURATION

PCM CONFIGURATION

NAME	VALUE	UNITS
Active Exhaust Pressure Sensor Equipped	False	
Secondary Mass Airflow Sensor Equipped	False	
Electronic Parking Brake Equipped	True	
Active Exhaust Valve(s) Equipped	False	

Wastegate HBridge Equipped	False	
Mechanical Coolant Pump Equipped	False	
Aux Coolant Pump Heater Equipped	False	
High Side Port Tumble Valve Equipped	False	
Heater Temp Control Valve Equipped	False	
Humidity, Temperature and Pressure Sensor (LIN) Equipped	False	
Mechanical Coolant Pump Heater Equipped	False	
WI4 Variable Valve Timing Equipped	True	
Electric Coolant Valve Equipped	False	
Dual Stage Oil Pump Equipped	True	
Buffered Crank Output for ANC (Active Noise Cancellation) Equipped	True	
Active Exhaust Pressure Sensor Equipped	False	
Unleaded Gasoline Fuel	True	
GPEC2 Equipped	False	
O2 Sensor Bank 1 Sensor 3 Equipped	False	
Cooled EGR Equipped	False	
MTV Solenoid Equipped	False	
2.0 Liter WI4 engine	False	
Turbocharger Equipped	False	
PTO System Equipped	False	
Viscosity Sensor Equipped	False	
Vehicle Speed Sensor #1 Calculated from CAN	False	
EMAT (Getrag DCT transmission) Equipped	False	
62TE	False	
Aisin 6-Speed RWD Transmission Equipped	False	
Cummins Equipped	False	
Intake Cam 1 Equipped	True	
Intake Cam 2 Equipped	True	
Vehicle Speed Sensor #1 Calculated by ECU	False	
Wide Range O2 Sensor 2/1 Equipped	False	
ETC Cruise equipped	False	
Low Temperature Radiator Coolant Pump Equipped	False	
ZF 9-Speed Transmission Equipped	False	
Linear EGR Equipped	False	
CMCV H-Bridge Equipped	Undefined	
Supercharger Equipped	False	
Shift Indicator Lamp Equipped	False	
1 Speed Fan Mechanical Relay System Equipped	False	
Fixed displacement AC Equipped	True	
O2 Sensor Bank 1 Sensor 1 Equipped	True	
Auxiliary Coolant Pump Heater Equipped	Undefined	
Active Grille Shutter Equipped	True	
Variable Displacement AC Equipped	False	
Linear PWM Fan Relay System Equipped	False	

AC Equipped Over Bus	False	
3.8 Liter V6 Engine	False	
Compressed Natural Gas Equipped	False	
Inrush Current Reduction Relay Equipped	False	
Dual Speed Fuel Pump Equipped	False	
Turbine Volute Valve Actuator Equipped	Undefined	
Transmission Oil Heater Equipped	False	
2.7 Liter V6 Engine	False	
PWM Fan Motor System Equipped	True	
Operator Idle Speed Request Equipped	False	
Primary Lin Alternator Equipped	False	
Brake Pedal Sensor Equipped	False	
Fiat 940 Compact Equipped	False	
Coolant On-Off Pump Equipped	False	
Adaptive Cruise Control Hardware Equipped	False	
Sensorless FFV Enabled	False	
CUSW PROXI Write Programming Support Enabled	False	
3.2 Liter V6 Engine	False	
Air Shutoff Valve Bank 2 Control Solenoid 2 Equipped	False	
Direct Injection Equipped	False	
Continuous Variable Transmission Equipped	False	
Electronic Coolant Pump Equipped	False	
Air Shutoff Valve Bank 1 Control Solenoid 2 Equipped	False	
4 Speed Automatic Transmission Equipped	False	
Engine Idle Shutoff Equipped	False	
Constant Heater Temperature Control Valve Equipped	False	
Brushless PWM Fan Equipped	NOT_FAN_PWM_BOSCH_BRUSHLESS_CNFG	
1.8 Liter WI4 engine	False	
GPEC4 Equipped	False	
WI4 Intake Flow Control Valve Equipped	False	
Yaw Rate Sensor ESC Equipped	False	
Dual Fuel Tank Equipped	False	
Electric Thermostat Heater Equipped	False	
Duty Cycle Purge Valve Equipped	True	
Knock Sensor 2 Equipped	True	
Wastegate H-Bridge Equipped	Undefined	
A/C Equipped	True	
3.7 Liter V6 Engine	False	
Engine Stop Start Equipped	False	
Wide Range O2 Sensor 1/1 Equipped	False	
Port Flap Valve Equipped	False	
Electronic Vacuum Pump Equipped	False	
Powernet Equipped	True	
Adaptive Cruise Control Equipped	True	

ESIM Equipped	False	
Tumble Generator Valve Equipped	False	
3.3 Liter V6 Engine	False	
6.1 Liter V8 Engine	False	
Throttle Inlet Temp Sensor Equipped	False	
Unleaded diesel fuel	False	
VLP Equipped Indicator	False	
Rear Heater Equipped	False	
2 Speed Fan PWM Relay System Equipped	False	
6.2 Liter V8 Engine	False	
Auxiliary Heater Electric Water Pump Equipped	False	
VLP Is Learnable Indicator	False	
Exhaust Cam 2 Equipped	True	
Battery Temp Sensor Equipped	False	
2.4 Liter WI4 engine	False	
VMM Equipped	False	
Hybrid Electric Vehicle Equipped	True	
Trans Reverse Lockout Equipped	False	
4 Button Integrated Cruise Control	False	
40TE / 41TE / 41TEA	False	
2 Speed Fan 3 Driver 3 Relay System Equipped	False	
Electric Water Pump Equipped	False	
Barometric Sensor Equipped	False	
Trans Skip Shift Equipped	False	
MDS Equipped	False	
Active Exhaust Valve Equipped	False	
Starter Relay 2 Equipped	False	
Fiat VIN Learning Strategy Equipped	False	
GPEC2A Equipped	True	
HPT 6-Speed Transmission Equipped	False	
3.5 Liter V6 Engine	False	
3.0 Liter V6 Engine	False	
2 Speed Fan Mechanical Relay System Equipped	False	
Air Shutoff Valve Bank 1 Control Solenoid 1 Equipped	False	
TIP Equipped	False	
O2 Sensor Bank 2 Sensor 1 Equipped	True	
Dual Fuel Pressure Sensor Equipped	False	
Power Steering Switch Equipped	False	
AC Equipped	False	
1.0 Liter I3 Engine	False	
Coolant On-Off Valve Equipped	False	
Clutch Interlock Switch Equipped	False	
4.7 Liter V8 Engine	False	
O2 Sensor Bank 1 Sensor 2 Equipped	True	

Buffered Crank Output for PHEV Engine Pulse Calculation Equipped	True	
GPEC3 Equipped	False	
Electronic Throttle Control Equipped	True	
Engine Software In Package	True	
6.4 Liter V8 Engine	False	
High Side Port Tumble Valve Equipped	Undefined	
3 Speed Fan Mechanical Relay System Equipped	False	
66RFE / 68RFE	False	
42RLE	False	
Knock Sensor 1 Equipped	True	
Transmission Software Included	False	
Oil Pressure Sensor Enabled	True	
4.0 Liter I6 Engine	False	
45RFE / 545RFE / 65RFE	False	
Secondary Air Equipped	False	
Variable Speed Fuel Pump Equipped	True	
Exhaust Cam 1 Equipped	True	
ERS Equipped Indicator	False	
O2 Sensor Bank 2 Sensor 2 Equipped	True	
CUSW (11-Bit) Equipped	False	
DUAL_ALTERNATOR_GEN1_LEARNEDCOPY	False	
Engine Oil Heater Cooler Equipped	True	
Police Package Equipped	False	
3.6 Liter V6 Engine	True	
Secondary Fuel Pump Equipped	False	
SRV Equipped	False	
5.7 Liter V8 Engine	False	
MultiAir Equipped	False	
Next Gen Bus Equipped	False	
VFS Actuators Available Indicator	False	
TOOLCONFIG_OIL_PRESS_ABS_EQUIPPED	True	
Electronic Automatic Transmission (EATX) Equipped	False	
Active Engine Mount Equipped	False	
Linear Purge Equipped	False	
Auxiliary Coolant Pump Equipped	False	
Fan Wake Up Relay System Equipped	False	
ICC Cruise Equipped	False	
Coolant On-Off Pump Equipped	Not Equipped	
1.0 Liter I3 Engine	False	
2.0 Liter I4 Direct Injection Engine	False	
Variable Valve Lift Equipped	Not Equipped	
Primary Lin Alternator Equipped	Not Equipped	
Engine Oil Pressure Sensor Type	255	None
Cylinder Pressure Sensor Equipped	False	

Mass Airflow System Equipped	False	
CUSW 4-Button Cruise Equipped	False	
Throttle Inlet Temp Sensor Equipped	False	
SWAP HARDWIRED BRAKE SWITCH INPUTS	False	
LIN Humidity, Temp, and Pressure Sensor Equipped	False	
Bi-Directional Crank Sensor Equipped	True	
Dual Fuel Pressure Sensor Equipped	False	
INTAKE O2 SENSOR EQUIPPED	False	
5 Button Cruise (LIN) Equipped	True	
Operator Idle Speed Request Equipped	False	
Make Up Air Sensor Equipped	False	
Power Steering Angle Sensor Mandatory	False	
Clutch Sensor Equipped	False	
Brake Pedal Sensor Equipped	False	
Remote Start Present	Present	
PTO System Equipped	False	
ZF 9-Speed Trans Equipped	False	
Engine Idle Shutoff Equipped	False	
HPT 6-Speed Trans Equipped	False	
Supercharger Equipped	False	
CNG Large Gas Tank Equipped	False	
Auxillary Coolant Pump Equipped	False	
Low Temp Radiator Coolant Pump Equipped	False	
A/C Relay Powered from Engine Switched Battery	False	
Dual Fuel Tank Equipped	False	
Cooled EGR Equipped	False	
Hybrid MEC Shifter Equipped	False	
Dual Alternator Gen1 Capable	False	

ICS CONFIGURATION

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

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	No	
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 NOT 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	False	
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
First Row Driver Seatbelt Buckle Switch	Configured	
Driver Seat Track Position Sensor	Configured	
Second Row Left Seat Side Airbag	Not Configured	
Rollover Sensing	Configured	
Passenger Seatbelt Retractor Pretensioner	Configured	
Passenger Seatbelt Anchor Pretensioner	Configured	
Driver Seatbelt Anchor Pretensioner	Configured	
Left Side Seat Squib 1	Configured	
Driver Frontal Squib 3	Configured	
Passenger Seatbelt Load Limiter	Configured	
Passenger Occupant Detection Sensor	Not Configured	
Passenger Seatbelt Buckle Pretensioner	Not Configured	
Second Row Left seat belt Switch	Not Configured	
Left B-Pillar Impact Acceleration Sensor	Configured	
Right Up-Front Acceleration Sensor	Configured	
Configuration Column Identifier	A3	
Passenger Airbag Disable Indicator	Not Configured	
Passenger Frontal Squib 1	Configured	
Driver Frontal Squib 1	Configured	
Passenger Frontal Squib 3	Configured	
Right Side Seat Squib 1	Configured	

Second Row Right seat belt Switch	Not Configured	
Left Up-Front Acceleration Sensor	Configured	
Right Curtain Squib 1	Configured	
Left C-Pillar Impact Acceleration Sensor	Configured	
Passenger Seat Track Position Sensor	Configured	
Driver Knee Bolster Squib	Configured	
Occupant Classification (OCM)	Configured	
Passenger Frontal Squib 2	Configured	
Driver Frontal Squib 4	Not Configured	
Second Row Center seat belt Switch	Not Configured	
Left Curtain Squib 1	Configured	
Right Side Door Pressure Sensor	Configured	
First Row Passenger Seatbelt Buckle Switch	Configured	
Right B-Pillar Impact Acceleration Sensor	Configured	
Left D-Pillar Impact Acceleration Sensor	Configured	
Right D-Pillar Impact Acceleration Sensor	Configured	
Right C-Pillar Impact Acceleration Sensor	Configured	
Driver Seatbelt Load Limiter	Configured	
Driver Seatbelt Retractor Pretensioner	Configured	
Second Row Right Seat Side Airbag	Not Configured	
Passenger Frontal Squib 4	Not Configured	
Passenger Airbag Disable Switch	Not Configured	
Passenger Knee Bolster Squib	Configured	
Driver Frontal Squib 2	Configured	
Left Side Door Pressure Sensor	Configured	
EPPM	Not Configured	
Driver Seatbelt Buckle Pretensioner	Not 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	
Single Zone MTC Control (BB)	False	
DualZone ATC Control (BB)	True	
Dual Zone MTC Control (BB)	False	
MTC Without EBL (3Knob)	False	
MTC With EBL (3Knob)	False	
DualZone ATC Control (Factory) (BB)	True	

MTC heater only (3Knob)	False	
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PDM CONFIGURATION

NAME	VALUE	UNITS
Frameless Window	False	

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	

CSWM CONFIGURATION

NAME	VALUE	UNITS
EC - Seat A	Programmed	
EC - Seat B	Programmed	
Vehicle Line W-Series	False	
Vehicle Line P-Series	False	
Vehicle Line L-Series	False	
Vehicle Line R-Series	True	
Heated Steering Wheel	True	
Vehicle Line M-Series	False	
Vehicle Line D-Series	False	
Vehicle Line U-Series	False	
Vehicle Line J-Series	False	

AMP CONFIGURATION

NAME	VALUE	UNITS
Premuim - 2	True	
Premuim - 3	False	
No HALF Chimes	False	
No Rear Doors	False	
Premuim - 1	False	
Non -ANC	False	
ANC Status	Off - Window Mute	
ANC Calibration Date - Year	16	

ANC Calibration Date - Week	24	
ANC Calibration Date - Patch Level	0	
Surround Sound Activated	Not Set	
Door Module - Left Front	Present	
Door Module - Right Rear	Present	
Door Module - Left Rear	Present	
Door Module - Right Front	Present	
Current ANC Calibration ID - Service	RU PHEV 3.6L: Steel Roof & Alpine AMP	

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 9 (ITM)	3	
ECU Configuration 2 (CBC Features)	3	
Vehicle Config CSM2	3	
ECU Configuration 8 (LIN and Miscellaneous)	3	
Vehicle Configuration 7 - Write Counter	3	
ECU Configuration 6 (Safety)	3	
ECU Configuration 6 (Powertrain)	3	
Vehicle Configuration 5 - Write Counter	3	
ECU Configuration 5 (Memory)	3	
Programmed Network Configuration - Audio / Telematics Network	0	
ECU Configuration 5 (Wireless)	3	
Vehicle Configuration 2 - Write Counter	3	

ECU Configuration 4	3	
ECU Configuration 7 (CBC Exterior Lighting Calibrations)	3	
ECU Configuration 12	3	
Vehicle Configuration 4 - Write Counter	3	
ECU Configuration 5 (Doors)	3	
ECU Configuration 15 (CBC Features)	3	
ECU Configuration 6 (Suspension)	3	
ECU Configuration 6 (Brake)	3	
ECU Configuration 1 (CBC Configurable Inputs and Outputs)	3	
Vehicle Config CSM1	3	
Vehicle Configuration 3 - Write Counter	3	
ECU Configuration 3	3	
ECU Configuration 14	3	
Vehicle Configuration 1 - Write Counter	3	
ECU Configuration 10	3	
ECU Configuration 11	3	
Vehicle Configuration 6 - Write Counter	3	
Programmed ECUs: Cabin Network	3	
Programmed ECUs: Hybrid LAN Network	0	
Programmed ECUs: P/T Chassis Network	3	
Last Configuration Odometer	0	miles
ECU Configuration 15 (Suspension)	3	
ECU Configuration 9A	3	
ECU Configuration 13	3	
Vehicle Configuration Auto Write Counter	1	
Emode Present	Not Set	
Remote Start Present	Set	
Select Speed Control Feature Present	Not Set	
Performance Pages Present	Not Present	
Model Year	2021	
PTS Configuration	Semi Automatic / Semi Automatic	
Special Packages	74	
Auto Highbeam	Set	
Hill Descent Feature Present	Not Set	
Drive Configuration	2WD Front	
Maximum Vehicle Speed	0	MPH
Vehicle Line	RU	
Body Style	Station Wagon	
Country Code	USA	
Left/Right Hand Drive	Left Hand Drive	
Shifter Type	5 Position Rotary Eshifter PRNDL / Type RS5L	
Power Inverter Type	No Power Inverter	
Max Load Inflation Pressure Front Tire	36.0	PSI

Rain Sensor Present	Set	
Off Road Capable	Not Set	
SKIM System Present	Not Set	
Air Conditioning Present	Not Set	
Thatcham Present	Not Set	
Cruise Feature is Present	Not Set	
Full Size Spare	Not Set	
Flipper Glass Present	Not Set	
Special Packages IC	Pacifica	
Max Load Inflation Pressure Rear Tire	36.0	PSI
Keyless Go Present	Set	
Power Left Sliding Door Present	Set	
Two Fuel Sending Units Present	Not Set	
ESCL system present	Not Set	
Vehicle Brand	Chrysler	
Disable Display of Radio Clock	Not Set	
HVAC Configuration	Dual Zone ATC + Rear	
Display Outside Temperature Present	Set	
Door Alert Feature Present	Not Set	
FOBIK Safe Enable	Set	
Power Right Sliding Door Present	Set	
Fuel Capacity	17	gallons
T-Case Type	Not Present / Not Present	
Vehicle is an SRT	Not Set	
Police Lighting Feature	Not Set	
Paddle Shift Feature Present	Not Set	
Liftgate/Trunk Type	Power Liftgate	
Forward Collision Warning present	Set	
Auto Park Present	Set	
RKE System Present	Set	
Secondary Lock Present	Not Set	
Passive Entry Present	Set	
ELV Present	Not Set	
Collision Mitigation System present	Set	
Chassis Type	Type 8	
Window Express Feature Configuration	Front windows express only	
Wheel Base	Wheel base not programmed / WB_NP	
Display Compass Heading Present	Set	
Sport Mode Present	Not Set	
Adjustable Pedal Feature Present (non-Memory)	Not Set	
Base TPM system present	Not Set	
High Intensity Discharge Head Lamps	Set	
Premium TPM system present	Set	
Auto Headlamp Feature Present	Set	

Transfer Case High Ratio	1.000	No Unit
Axle Ratio	3.251	
Dynamic Tire Circumference (All or Rear)	89	inch
Transfer Case Low Range Reduction Ratio	0.000	
Air Quality System Present	Not Set	
Analog Door Sensor Configuration	Driver Door Only Analog Sensor	
Steering Ratio at Negative Angle 1	0.0	No Unit
Connector A Pin 3/Connector D Pin 2: Low Beam Output Present	Set	
Connector G Pin 24 (Internally tied to Connector F Pin 7): Ambient Lighting Output	Not Set	
Connector D Pin 10: Trailer Tow Tail Lamp Output Present	Not Set	
Connector D Pin 9: Trailer Tow Backup Output Present	Not Set	
Connector D Pin 11: Stop/Turn Trailer Tow Left Output Present	Not Set	
Connector F Pin 4: Liftgate Release Present	Not Set	
Connector A Pin 10/Connector D Pin 5: Side Markers Output Present	Set	
Connector G Pin 22: VTA Warning LED Output Present	Set	
Connector D Pin 7: Stop/Turn Trailer Tow Right Output Present	Not Set	
Connector F Pin 8 : Liftgate Release Outside Handle Switch Present	Not Set	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Set	
Connector F Pin 35: Inverter Enable Relay Output Present	Not Set	
Connector E Pin 3/Connector F Pin 42: Rear Turn Lamps Output Present	Not Set	
Connector D Pin 22/ Connector D Pin 23: Ambient Temperature Signal/Return Present	Set	
Connector E Pin 39/Connector F Pin 5: Rear Fog Lamps Output Present	Not Set	
Connector F Pin 29: Horn Switch Present	Set	
Connector E Pin 4/Connector F Pin 32: Rear Park Lamps Output Present	Set	
Connector F Pin 23: Door Lock Switch Signal Front Passenger Present	Set	
Connector G Pin 15: UGDO Feed Output Present	Set	
Connector E Pin 7: Left HID Relay Control Output Present	Not Set	
Connector D Pin 12: PHEV ECM Hardwire Wake Up Output Present	Set	
Connector E Pin 11: Vacuum Switch Input	Not Set	
Connector E Pin 34: Vacuum Cleaner Relay Output Present	Not Set	
Connector E Pin 42: Charge Port Lock Output Present	Set	
Connector A Pin 11: Hood Ajar Switch Input Present	Set	
Connector E Pin 29: Rear Wiper Motor Park Signal Present	Set	
Connector F Pin 6: Fuel Door Motor Output Signal Present	Set	
Connector F Pin 9: Analog Door Ajar Signal Front Driver Present	Set	
Connector E Pin 5: PHEV Fuel Door Switch Input	Set	
Connector E Pin 9: Run-ACC Y Relay #2 Output Present	Set	
Connector E Pin 8: PHEV HCP Hardwire Wakeup	Set	
Connector E Pin 41: Charge Port Unlock Output Present	Set	
Connector G Pin 9: Ambient Light Dimmer Wheel Input Present	Set	
Connectro E Pin 37: Right HID Control Output Present	Not Set	
LED Rear Fog Lamps Present	Not Set	

Tip Start Enabled	Set	
Fuel Door Present	Not Set	
Trailer Tow Present	Not Set	
LED Low Beam Lamps Present	Set	
Side Repeaters Enable	Not Set	
LED CHMSL Lamp Present	Set	
LED Front Park/Marker Lamps Present	Set	
Illuminated approach Enabled	Not Set	
DRL Configuration	No DRL	
Park Lamp Loadshed Enable	Set	
Front Wiper Park Enable	Set	
Front Fog Lamp Dropout Enable	Set	
One Touch Lane Change	Set	
LED Front Turn Lamps Present	Not Set	
Combined Rear Lighting Enable	Set	
Reversible Washer Pump Enable	Set	
LED Rear Turn Lamps Present	Not Set	
Exterior Light Loadshed Enable	Set	
LED Dedicated DRL Present	Not Set	
LED Stop Lamps Present	Not Set	
Headlamp Washer Low Fluid Shut-Off Enable	Set	
Tunnel Detection	Not Set	
Dual Start Relay System Present	Not Set	
DRL Dropout Enable	Not Set	
Quad Headlamps Enable	Set	
Front Wiper Wipes After Wash	2 Wipes	
Intermittent Wiper States	4 Intermittent Wiper position Switch	
Rear Wiper Park Enable	Set	
Hazard Lamp Configuration	Latching Switch	
LED Reverse Lamps Present	Not Set	
Headlamp Wash Shot	double	
LED High Beam Lamps Present	Set	
Bi Xenon Headlamps Enable	Not Set	
Headlamp Wash Interval	wash cycle#11	
LED Front Fog Lamps Present	Set	
Headlamp Wash Spray Duration (at 100 ms intervals)	1100ms	
Horn Chirp Allowed	Set	
Combined Front Park/Turn Feature Enable	Not Set	
Wiper Service Position Enabled	Not Set	
LED Tail Lamps Present	Set	
DRL Lamp Location	Low Beam DRL	
Fuel Door Release Enabled	Not Present	
LED License Lamps Present	Set	
Microphone Tuning Parameter	Absent [Not Used]	

Front Park Assist Present	Set	
Microphone Configuration	2 Microphones	
Surround Sound Feature Present	Set	
Disable CD Eject	Not Set	
Rear Camera Present	Not Set	
Heated Steering Wheel Present	Set	
Antenna Type	Active Primary and no secondary antenna	
External Port Type	AUX + USB + extra USB	
Destination	United States of America	
Power Inverter Present	Not Set	
Front Heated Seats Present	Set	
Cabin Equilization Curve Number	RU Premium System - Alpine 12ch	
Power Door Locks Present	Set	
Microphone Type	Peiker 300 mv	
Splashscreen Type	Vehicle Brand	
Fleet Vehicle Content	Set	
AP1 Left Front	Smart Switch	
AP3 Left Rear	CAN	
Airport Scenario Trunk	Not Set	
AP5 Trunk Lock	Simple Switch	
Vehicle Variant	Undefined	
Tip Start Present	Set	
AP2 Right Front	Smart Switch	
AP4 Right Rear	CAN	
AP5 Trunk Unlock	CAN	
Driver Memory Mirrors Present	Not Set	
Global Down	Not Set	
Rear Door Pre Short Drop	Not Set	
Electro-chromatic passenger mirror present	Not Set	
Window Hall Sensors Present	Not Set	
Electro-chromatic driver mirror present	Not Set	
Tow Mirror Present	Not Set	
Frameless Window Present	Not Set	
Passenger Window Lockout	Not Set	
Blindspot Mirror Present	Set	
Passenger Memory Mirror Present	Not Set	
Puddle Lamp Present	Not Set	
Folding mirrors present	Not Set	
Window Motor Type	Not Set	
Mirror turn signals present	Set	
Global Up	Not Set	
Heated Mirrors Present	Set	
Sun Shade	Not Set	
Tilt/Telescope Steering Present	Not Set	

Memory Adjustable Pedals Present	Not Set	
Stow 'n Assist Present - Passenger	Set	
Heated Steering Wheel Present	Present	
Heated Seat Material Type	Perforated Leather	
Heated Wheel Material Type	Full Leather	
Stow 'n Assist Present - Driver	Set	
Front Vented Seats Present	Not Present	
Driver Memory Seat Present	Set	
Rear Heated Seats Present	Not Present	
Brake System ECU Configuration A	value 0	
Dual Alternator Present	Not Set	
ECO Mode Configuration	Remember Previous State with Ignition Key Cycle	
Connector F Pin 14: Right Sliding Door Switch Input (B-Pillar)	Right B-Pillar Sliding Door Switch	
Manual Door Locks Present	Not Set	
Connector E Pin 28: Secondary Door Ajar Switch Present - PIN E-28	Set	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Rear Wiper (0)	
Connector F Pin 15: Driver Door Lock Switch Input	Not Present	
Connector F Pin 30: Fuel Door Lock (BUX)	Not Present	
Heatsoak Flush Time	105	Time
Humidy Sensor Long Present	Set	
Auto High Beam Module Location	HaLF	
Connector G Pin11/Connector G Pin 12: Not Used	ERS	
Connctor F Pin 33: Fuel Door Unlock (BUX)	Not Present	
Connector E Pin 39: Right Rear Turn Signal	Right Rear Turn Signal	
CHMSL Lamp Output Disable	Not Set	
Rain Sensor Module #2 Present	Set	
Ambient Stable Counter Limit	40	Counter
License Plate Lamp Disable	Not Set	
Connector F Pin 29: Horn Switch Present	Horn Switch Input	
Engine Off Clear Time	180	Time
Heatsoak Set Time	15	Time
Max Engine Off Time	220	Time
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Heatsoak Speed	15	Counter
Connector F Pin 13: Left Sliding Door Switch Input (B-Pillar)	Left B-Pillar sliding Door Switch	
Connector F Pin 34: Spare HSD	Not Present	
Connector F Pin 37: Vacuum Cleaner Power Saver Indicator	Not Present	
Acceleration Factor	Filter Off	
Excess Lateral Acceleration Factor	Filter Off	
Excess Longitudinal Acceleration Factor	Filter Off	
Nose Dive Threshold	Filter Off	
Steering Smoothing Factor	Filter Off	
Average Last Lateral Acceleration Values	No Averaging	

Average Last Longitudinal Acceleration Values	No Averaging	
Acceleration Threshold	Filter Off	
Nose Dive Factor	Filter Off	
Maximum Longitudinal Change	Filter Off	
Brake Smoothing Duration	Filter Off	
Maximum Lateral Change	Filter Off	
Steering Smoothing Threshold	Filter Off	
Brake Smoothing Threshold	Filter Off	
Brake Smoothing Factor	Filter Off	
Steering Smoothing Duration	Filter Off	
VTA Hood Ajar Monitoring	Not Set	
Headlamp Soak Delay	1.0 sec	
Horn Chirp Duration	Short	
Auto High Beam OFF Threshold	20 km/hr	
Interior Lighting Day Threshold	4.27498	Volt
Parking Light Enable	Not Set	
RKE Auto-Relock Feature Enable	Not Set	
Interior Lighting Night Threshold	4.45147	Volt
Auto High Beam ON Threshold	25 km/hr	
PE Auto-Relock Feature Enable	Set	
Sunroof Present	Not Set	
TPMS Configuration	Logic 1 NHTSA Enable Warning	
Smart Alternator Present	Not Set	
Temperature Display Resolution	HaLF	
ANC Calibration Parameter Data Set	RU_PHEV_3.6L_SteelRoof_Alpine_AMP	
Drive Mode Version	Version 1	
Auto Dimming Mirror Hard Button Present	Set	
Surround View Camera On/Off Softkey Present	Set	
Radio Speaker Open Circuit Disable (RF)	Not Set	
Radio Speaker Open Circuit Disable (RR)	Not Set	
Automatic Crash Notification Feature Present	Undefined	
Radio Speaker Open Circuit Disable (LR)	Not Set	
Radio Speaker Open Circuit Disable (LF)	Not Set	
Show Phone Information in Cluster	01	
Park Assist Tuning Set	BUX Front and Rear Only	
EAC	Set	
ECM	Set	
ESM	Set	
ORC	Set	
AHCP	Set	
ESC	Set	
HCP	Set	
APM	Set	
OBCM	Set	

BPCM	Set	
EBCM	Set	
Flash Lamps on Lock	Set	
Sound Horn On Lock Status	Chirp on 1st press/FIRST	
Sound Horn on Remote Start	Set	
Unlock all doors on 1st press	Set	
Auto Highbeam	Set	
Illuminated Approach Time	30	seconds
Headlamp Delay Time	30	seconds
Daytime Running Lamps	Set	
Sliding Door Alert	Not Set	
Auto Unlock	Set	
Auto Wipers	Set	
Hands Free Sliding Door Enable	Set	
Headlamps on with Wipers	Set	
Accessory Delay Time	45	seconds
Sliding Door Chime Enable	Set	
Sound Horn on Lock	Set	
Auto Lock	Set	
Left Low Beam Voltage Regulation	13.6 Volts	
Left High Beam Voltage Regulation	13.6 Volts	
Front Park/Turn Voltage	Park to Turn ratio 55 Percent	
Left Front Corner Voltage	13.2 Volts	
Left Rear Corner Voltage	14 Volts	
Auto Headlamp On Threshold	3.31409	Volt
Right High Beam Voltage Regulation	13.8 Volts	
Auto Headlamp Off Threshold	2.54930	Volt
Right Low Beam Voltage Regulation	14 Volts	
Right Rear Corner Voltage	14 Volts	
Right Front Corner Voltage	13.4 Volts	
IBS Activate MWU	Not Set	
IBS Minimal Charge Limit	10	AmpHrs
IBS Minimum Voltage Limit	5.0	Volts
Battery Types	SNA	
Battery Type II	22	
IBS Minimum Charge Limit	600	mA
IBS Quiescence Current Limit	-250	mA
Alert On System Fault	Set	
EVIC SWS Module Present	Set	
Compass Mounting Orientation	Rightside up	
CRVMM Present	Set	
Compass Mounting Angle	0	Degree
Humidity Sensor Present	Set	
Washer Fluid Level Voltage Threshold	4.46 volts	

VTA System Present	VTA	
Illuminated Approach Headlamp Target Percentage	125 (62.5%)	
Alert no Reply	Set	
Illuminated Approach Taillamp Target Percentage	125 (62.5%)	
Illuminated Approach Interior Lighting Ramp Up Time	130(2600ms)	
Panic Enable	Set	
Alert On Search Timeout	Set	
HFRM Present	Not Set	
Auto Relock Time	60	seconds
OHC Module Present	Set	
IBS Present	Set	
Illuminated Approach Interior Lighting Target Percentage	100(50%)	
Fobik Safe Alerts Per Ignition Cycle	2	
ESL	Not Set	
AHLM	Not Set	
ACC	Set	
TCM	Not Set	
OCM	Set	
IPC	Set	
RFH	Set	
EPS	Set	
PCM	Set	
ABSO	Set	
ABS	Not Set	
ORC	Set	
PTS	Set	
ESM	Set	
SCCM	Set	
BCM (PT)	Set	
FFCM	Set	
HCP	Set	
DTV	Not Set	
DMRL	Set	
EOMR	Set	
EAM	Set	
PLGM	Set	
PDM	Set	
ANC	Not Set	
VRM	Not Set	
CVPM	Set	
HSM	Set	
PSDMR	Set	
BCM (Interior Bus)	Set	
ITM	Not Set	

FSM	Not Set	
MSMP	Set	
HVACR	Set	
DSM	Set	
DMRR	Set	
VTM	Not Set	
Radio	Set	
MSM	Set	
EDM	Not Set	
DDM	Set	
ICS	Set	
AMP	Set	
PSDML	Set	
HVAC	Set	
Connector A Pin 11: Hood Ajar Switch Signal	500 ohm series and 500 ohm parallel resistors	
Connector D Pin 1: Left High Beam Feed	AUX High Beam	
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Connector F Pin 29: Horn Switch Input	Horn Switch Input	
Connector E Pin 37: Right HID Relay Control	Right HID Lamp Relay	
Stop/Start Enable Switch Present	Not Set	
Connector F Pin 31: Right Sliding Door Ajar	Right Sliding Door Ajar	
Connector F Pin 42: Right Rear Turn Signal	Right Rear Turn Signal	
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 5: E-5 PHEV Fuel Door Switch Input	PHEV Fuel Door Switch	
Connector E Pin 29: Rear Wiper Motor Park Signal	Reserved	
Connector E Pin 39: Right Rear Fog Lamp	Output Disable	
Connector F Pin 27: Left Sliding Door Ajar	Left Sliding Door Ajar	
Connector F Pin 28: Right Rear Turn Lamp Fault Sense	Disable	
Connector A Pin 2: Right High Beam Feed	AUX High Beam	
Connector E Pin 1: Backup-Reverse lamp Right	Set	
Connector E Pin 7: Left HID Relay Control	Left HID Lamp Relay	
Connector F Pin 5: Left Rear Fog Lamp	Output Disable	
Connector F Pin 25: Left Rear Turn Lamp Fault Sense	Disable	
Connector F Pin 4: Liftgate Release	Trunk/Liftgate Release	
Connector F Pin 41: Backup-Reverse lamp Left	Not Set	
Ultrasonics	Not Set	
Siren	Not Set	
Tilt	Not Set	
ODS Present	False	
Passive Ped Pro Present	False	
Tow Hooks Present	False	
Curtain Airbags Present	True	

1st Row Seat Side Airbags Present	True	
Integrated EPP Present	False	
Passenger Kneebag Present	True	
Driver Kneebag Present	True	
BUX Market	False	
Rear View Camera Dynamic Grid Lines Enabled	Not Set	
Rear View Camera Static Grid Lines Enabled	Not Set	

RADIO CONFIGURATION

NAME	VALUE	UNITS
Suspend Month	44	
Suspend Year	57	
Suspend Day	5A	
Satellite Subscription Status	4A	
Reason Code	48	
Aux Jack	Not Inserted	
SD Card Readers Detected	0	No Unit
Enumerated USB Devices	0	No Unit
USB Hubs Detected	3	No Unit
Stereo Blend	Off	
Automated Loudness	Off	
Front Seat Video Playback	Enabled	
Cabin EQ Curve Number Currently Used by Radio	223	events
Distortion Limiting	Off	
Anti-Theft Enable Status	On	
High Cut	Off	
Clock Defeat	On	
12/24 Time Selection	12 Hour Time	
Splash Screen	Automatic	

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	

LBSS CONFIGURATION

NAME	VALUE	UNITS
Steering (LHD/RHD)	Left Hand Drive/ LHD	
CFG FEATURE	CFG_NONE	

Teen Key (RU variant only)

No

RBSS CONFIGURATION

NAME	VALUE	UNITS
Teen Key (RU variant only)	No	
Steering Variant (LHD/RHD)	Left Hand Drive/ LHD	

FFCM CONFIGURATION

NAME	VALUE	UNITS
XCP Enabled	False	
Traceability info	22213000051304	
Traceability info	02212992999410	
HIL mode Enabled	False	

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 8	
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	



ECU DETAILS REPORT

Vehicle 2021 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 7650.1 miles
Publication Date May 31, 2022, 12:02:25 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	68499122AF	[REDACTED]	[REDACTED]	68499122AF
PLGM	Power Liftgate	CAN-I	68466171AI			68466171AI
ICS	Integrated Center Stack	CAN-I	7AS341X8AA			7AS341X8AA
RFH	Radio Frequency Hub	CAN-C	68500152AA			68500152AA
ESM	Electronic Shifter	CAN-C	68240089AN			68240089AN
ORC	Occupant Restraint	CAN-C	68526665AB			68526665AB
EPS	Electric Power Steering	CAN-C	68460392AA			68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68493454AE			68493454AE
DDM	Driver Door Module	CAN-I	68496463AB			68496463AB
PDM	Passenger Door Module	CAN-I	68496462AB			68496462AB
DMRL	Door Module Rear Left	CAN-I	68508894AB			68508894AB
DMRR	Door Module Rear Right	CAN-I	68508894AB			68508894AB
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AD			68369596AD
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AD			68369596AD
MSM	Memory Seat Module	CAN-I	68321862AC			68321862AC
CSWM	Comfort Seat Wheel Module	CAN-I	68517011AB			68517011AB
AMP	Amplifier	CAN-I	68549088AA			68549088AA
IPC	Instrument Panel Cluster	CAN-C	68434960AF			68434960AF
PTS	Parktronics	CAN-C	68485862AB			68485862AB
SCCM	Steering Column Control Module	CAN-C	68531525AA			68531525AA
BCM	Body Controller	CAN-C	68491085AG			68491085AG

ACC	Adaptive Cruise Control	CAN-C	68540436AC		68540436AC
RADIO	Radio	CAN-I	68465292AE		68465292AE
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	04672786AC		04672786AC
RBSS	Right Blind Spot Sensor	CAN-I	04672786AC		04672786AC
FFCM	Forward Facing Camera Module	CAN-C	68551091AA		68551091AA
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193183AF		05193183AF
HCP	Hybrid Control Processor	CAN-C	05185116AJ		05185116AJ
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC		68321862AC
DSM	Display Screen Module	CAN-I	68438382AF		68438382AF
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
CVPM	Central vision processing module	CAN-I	56029920AB		56029920AB
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05185117AH		05185117AH
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68471122AD		68471122AD
SGW	Security Gateway Module	CAN-C	68488429AB		68488429AB
TBM2	Telematic Box Module 2	CAN-C	68444865AH		68444865AH

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	75 02 00	4422	
PLGM	USA	0	5084	000200000031	
ICS	USA	0F 0C 00	13 31 01	4700	
RFH	USA / USA	10 17 00	13 26 00	4A00	
ESM	USA / USA	13 02 00	14 23 FF	4402	
ORC	USA / USA	14 06 00	14 12 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	

HVAC	USA	0E 09 00	14 2F 01	4401	
DDM	USA	11 07 00	14 07 00	4202	
PDM	USA	11 07 00	14 07 00	4202	
DMRL	USA / USA	10 0B 00	14 08 00	4201	
DMRR	USA / USA	10 0B 00	14 08 00	4201	
PSDML	USA / USA	10 17 00	14 10 12	4001	
PSDMR	USA / USA	10 17 00	14 10 12	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
CSWM	USA	11 2A 00	14 25 00	4302	
AMP	USA	21 01 01	15 16 00	4030	
IPC	USA / USA	12 06 00	14 34 00	4705	
PTS	USA	0E 32 00	15 05 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 26 90	4420	
ACC	USA / USA	14 2A 01	15 23 02	4400	
RADIO		65	5671	000200000008	
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	15 08 00	4202	
RBSS	USA / USA	11 30 02	15 08 00	4202	
FFCM	USA / USA	11 06 00	15 0C 00	4102	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	15 07 00	4005	
HCP	USA	11 1F 04	0F 2D 00	4006	
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	14 0C 00	15 06 00	4300	
RCCC	USA	0F 1D 00	13 04 00	4000	
CVPM	USA / USA	11 27 01	14 0C 01	4004	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	0F 2D 00	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	
ABSO	USA	0E 15 02	14 1B 26	4201	
SGW		5	969	4103	
TBM2	USA	13 0E 02	14 2A 5F	4104	

ECU DETAILS

PCM DETAILS

NAME	VALUE
VIN Current	
VIN - Original	
Odometer When Original VIN First Written	2668768948.7216
Serial Number	

ECU Part Number	68499122AF
Supplier ID	Motorola
Variant ID	44
Diagnostic Version	22
Software Version (Major/Middle/Minor)	75 02 00
Hardware Version (Major/Minor)	1B 47
Country Code	USA
Model Year	21
Vehicle Line	2D
Body Style	Station Wagon

PLGM DETAILS

NAME	VALUE
Supplier Manufacturer ECU Hardware Version Number	0
VIN Current	
Diagnostic Version	00 00 00 31
Diagnostic Variant	00 02
Supplier Manufacturer ECU Hardware Part Number	24101317AA

ICS DETAILS

NAME	VALUE
ECU Part Number	7AS341X8AA
VIN Current	
VIN Original	
Active Diagnostic Variant	47
ECU Software Mode	Running in Application
Gateway	False
Active Diagnostic Version	00
Active Diagnostic Session	Default
Model Year	2021
Country Code	USA
Body Style	Station Wagon
Vehicle Line	RU

RFH DETAILS

NAME	VALUE
IAC Data	55 AA 66 CC 55 AA 66 CC 55 AA 66 CC 55 AA 66 CC
Hardware Version - Week	17
Hardware Version - Patch Level	00
Hardware Version - Year	10
ECU Part Number	68500152AA
ECU Serial Number	
Software Version - Week	26
Software Version - Year	13

Software Version - Patch Level	00
Hardware Part Number	16135703AC
Hardware Supplier	Continental
VIN Current	██████████
Body Style	station wagon / BODY_WAGON
Vehicle Line	RU
Country Code	USA / USA
Model Year	2021
Active Diagnostic Version	00
Active Diagnostic Session	Extended
ECU Software Mode	Running in Application
Active Diagnostic Variant	4A
Software Supplier	Continental
VIN Original	██████████

ESM DETAILS

NAME	VALUE
ECU Part Number	68240089AN
Active Diagnostic Variant	44
Active Diagnostic Version	02

ORC DETAILS

NAME	VALUE
Active Diagnostic Variant	43
Active Diagnostic Version	01
Body Style	Station Wagon
Vehicle Line	RU / VEH_RU
Model Year	2021
Country Code	USA / USA
ECU Serial Number	██████████

EPS DETAILS

NAME	VALUE
Vehicle Line	RU / VEH_RU
Body Style	Station Wagon
Country Code	USA / USA
Model Year	2021
HW - Week	42
HW - Year	2018
HW - Patch Level	00
VIN Current	██████████
Active Diagnostic Version	02
Active Diagnostic Variant	45
SW - Patch Level	01

SW - year	2018
SW - week	30
VIN Original	
ECU Part Number	68460392AA

HVAC DETAILS

NAME	VALUE
Active Diagnostic Variant	44
Active Diagnostic Version	01
Country Code	USA
Model Year	2021
Body Style	Station Wagon
VIN Original	
ECU Part Number	68493454AE
ECU Serial Number	
VIN Current	

DDM DETAILS

NAME	VALUE
ECU Part Number	68496463AB
Active Diagnostic Version	02
Active Diagnostic Variant	42
VIN Original	
VIN Current	

PDM DETAILS

NAME	VALUE
Serial Number	
Active Diagnostic Variant	42
Active Diagnostic Version	02
Active Diagnostic Session	Default
Gateway	False
ECU Part Number	68496462AB
VIN Current	
VIN Original	
Model Year	2021
Country Code	USA
Vehicle Line	RU

DMRL DETAILS

NAME	VALUE
Hardware Part Number	68508894AB
Software Part Number	68508894AB
Active Diagnostic Variant	42

Active Diagnostic Version	01
Body Style	Station Wagon
Vehicle Line	RU / VEH_RU
Model Year	2021
Country Code	USA / USA
VIN Original	
VIN Current	
ECU Part Number	68508894AB

DMRR DETAILS

NAME	VALUE
Active Diagnostic Variant	42
Active Diagnostic Version	01
VIN Current	
VIN Original	
Model Year	2021
Vehicle Line	RU / VEH_RU
Country Code	USA / USA
Body Style	Station Wagon
Hardware Part Number	68508894AB
Software Part Number	68508894AB
ECU Part Number	68508894AB

PSDML DETAILS

NAME	VALUE
Vehicle Line	RU / VEH_RU
Country Code	USA / USA
Model Year	2021
Body Style	Station Wagon
Active Diagnostic Variant	40
Active Diagnostic Version	01
ECU Part Number	68369596AD
VIN Original	
Hardware Supplier Identification	Delphi
VIN Current	

PSDMR DETAILS

NAME	VALUE
Active Diagnostic Variant	40
Active Diagnostic Version	01
ECU Part Number	68369596AD
VIN Current	
VIN Original	
Hardware Supplier Identification	Delphi

Model Year	2021
Country Code	USA / USA
Body Style	Station Wagon
Vehicle Line	RU / VEH_RU

MSM DETAILS

NAME	VALUE
VIN Original	
Body Style	BODY_WAGON
Vehicle Line	RU
Model Year	2021
Country Code	USA
Software Logical Block #0 Part Number	68321862AC
Software Logical Block Supplier Identification	Kostal
ECU Serial Number	
Gateway	False
Active Diagnostic Variant	41
Active Diagnostic Session	Default
Active Diagnostic Version	01
ECU Software Mode	Running in Application
ECU Part Number	68321862AC
VIN Current	
Hardware Part Number	68321862AC

CSWM DETAILS

NAME	VALUE
ECU Part Number	68517011AB
Hardware Supplier Identification	Continental
Gateway	False
Active Diagnostic Variant	43
ECU Software Mode	Running in Application
Active Diagnostic Version	02
VIN Current	
Body Style	Station Wagon
Country Code	USA
Model Year	2021
Vehicle Line	RU
Hardware Part Number	68517011AB
Software Logical Block Supplier Identification	Continental
Software Part Number	68517011AB

AMP DETAILS

NAME	VALUE
Active Diagnostic Variant	40

Active Diagnostic Version	30
Software Supplier Identification	Alpine
Hardware Part Number	68549088AA
SW - year	21
SW - Patch Level	0
SW - week	22
VIN Current	██████████
ECU Serial Number	██████████
Vehicle Line	RU
Country Code	USA
Model Year	2021
Body Style	Station Wagon
Software Part Number	68549088AA
VIN Original	██████████
HW - Year	21
HW - Patch Level	01
HW - Week	1
ECU Origin	DCX
ECU Part Number	68549088AA
Hardware Supplier Identification	Alpine

IPC DETAILS

NAME	VALUE
VIN Original	██████████
VIN Current	██████████
Body Style	Station Wagon
Model Year	2021
Vehicle Line	RU
Country Code	USA / USA
Hardware Supplier Identification	Nippon Seiki (NS Intl)
ECU Serial Number	██████████
Hardware - Week	6
Hardware - Patch Level	00
Hardware - Year	2018
Software Logical Block #0 Part Number	68434958AF
ECU Part Number	68434960AF
Software Supplier Identification	Nippon Seiki (NS Intl)
Hardware Part Number	68434960AF
Active Diagnostic Version	05
Active Diagnostic Variant	47
Software - Week Block #0	52
Software - Patch Level Block #0	00
Software - Year Block #0	2020

PTS DETAILS

NAME	VALUE
Country Code	USA
Model Year	2021
Body Style	BODY_WAGON
Vehicle Line	RU
Serial Number	
ECU Part Number	68485862AB
VIN Original	
Hardware Supplier Identification	Bosch
Active Diagnostic Session	Default
Active Diagnostic Variant	43
Active Diagnostic Version	11
ECU Software Mode	Running in Application
SW Part Number	68485862AB
HW - Year	2014
HW - Week	50
HW - Patch Level	00
SW - week	5
SW - year	2021
SW - Patch Level	00
Software Supplier Identification	Bosch
VIN Current	

SCCM DETAILS

NAME	VALUE
ECU Serial Number	S28710673
Hardware Part Number	10333273AA
SW - year	19
SW - Patch Level	0
SW - week	41
Hardware Supplier Identification	Kostal
Software Logical Block Supplier Identification	Kostal
VIN Current	
Vehicle Line	RU
Model Year	2021
Country Code	USA
Body Style	BODY_WAGON
ECU Part Number	68531525AA
Software Logical Block #0 Part Number	10306803AB
VIN Original	
HW - Week	40
HW - Patch Level	0
HW - Year	19

Active Diagnostic Version	1
Active Diagnostic Variant	43
ECU Software Mode	Running in Application

BCM DETAILS

NAME	VALUE
Active Diagnostic Variant	44
ECU Software Mode	Running in Application
Active Diagnostic Version	20
VIN Original	██████████
ECU Serial Number	██████████
Hardware Supplier Identification	Continental
Country Code	USA
Software Logical Block Supplier Identification	Continental
Ignition Run Start	Run/Start
Software Logical Block #0 Part Number	68491086AG
ECU Part Number	68491085AG
VIN Current	██████████

ACC DETAILS

NAME	VALUE
SW Part Number (Application)	68540437AC
SW Part Number (Parameter)	0000000000
ECU Part Number	68540436AC
Active Diagnostic Version	00
Active Diagnostic Variant	44
Hardware Part Number	68540436AA
VIN Original	██████████

RADIO DETAILS

NAME	VALUE
VIN Original	██████████
Sales Code	
SW - Identification	00 00 00 00 00 00 00 00 00 00
SW - Patch Level	00
SW - week	49
SW- Year	20
Supplier ID	Harman
Flash Definition Number (FDN)	00 01
Diagnostic Variant	00 02
Diagnostic Version	00 00 00 08
Supplier Manufacturer ECU Software Part Number	4034056

OCM DETAILS

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NAME	VALUE
Model Year	2021
Country Code	USA / USA
Vehicle Line	RU / VEH_RU
Body Style	Station Wagon
Active Diagnostic Variant	40
Active Diagnostic Version	30
ECU Serial Number	
VIN Original	
VIN Current	
ECU Part Number	68403127AA
Software Logical Block #0 Part Number	28444600
Hardware Part Number	28608000

HVACR DETAILS

NAME	VALUE
Body Style	Station Wagon
Country Code	USA
Model Year	21
Vehicle Line	RU
VIN Current	
Active Diagnostic Version	01
Active Diagnostic Variant	43
ECU Part Number	68373079AB

LBSS DETAILS

NAME	VALUE
Country Code	USA / USA
Body Style	Station Wagon
Vehicle Line	RU
Model Year	2021
ECU Software Mode	Running in Application
Active Diagnostic Version	02
Active Diagnostic Variant	42
Software Logical Block Supplier Identification	Autoliv
VIN Original	
SW - year - Logical Block #1	2021
SW - patch level - Logical Block #1	00
SW - week - Logical Block #1	8
HW - Year	2017
HW - Week	48
HW - Patch Level	02
Software Logical Block #1 Part Number	647851800B
Software Logical Block #2 Part Number	647851800B

Software Logical Block #3 Part Number	647851800B
Serial Number	■■■■■■■■■■
Hardware Supplier Identification	Autoliv
Hardware Part Number	631511300F
VIN Current	■■■■■■■■■■
ECU Part Number	04672786AC

RBSS DETAILS

NAME	VALUE
Hardware Part Number	631511300F
VIN Current	■■■■■■■■■■
Software Logical Block #2 Part Number	647851800B
Software Logical Block #3 Part Number	647851800B
Software Logical Block #1 Part Number	647851800B
Active Diagnostic Variant	42
Active Diagnostic Version	02
ECU Software Mode	Running in Application
Vehicle Line	RU
Body Style	Station Wagon
Country Code	USA / USA
Model Year	2021
Serial Number	■■■■■■■■■■
Hardware Supplier Identification	Autoliv
ECU Part Number	04672786AC
HW - Patch Level	02
HW - Year	2017
HW - Week	48
SW - week - Logical Block #1	8
SW - patch level - Logical Block #1	00
SW - year - Logical Block #1	2021
VIN Original	■■■■■■■■■■
Software Logical Block Supplier Identification	Autoliv

FFCM DETAILS

NAME	VALUE
Active Diagnostic Variant	41
Active Diagnostic Version	02
Model Year	2021
Vehicle Line	RU
Country Code	USA / USA
Body Style	Station Wagon
VIN Original	■■■■■■■■■■
ECU Part Number	68551091AA
VIN Current	■■■■■■■■■■

APM DETAILS

NAME	VALUE
VIN Current	—
VIN Original	—
ECU Part Number	—
Active Diagnostic Variant	—
Active Diagnostic Version	—
ECU Serial Number	—
Vehicle Line	—
Country Code	—

BPCM DETAILS

NAME	VALUE
ECU Serial Number	—
VIN Original	—
VIN Current	—
ECU Part Number	—
Active Diagnostic Variant	—
Active Diagnostic Version	—
SW - Patch Level	—
SW - week	—
SW - year	—

HCP DETAILS

NAME	VALUE
HCP SW Version	21B
MCP SW Version	2109A0
Transmission Assembly Traceability Number	
Transmission Assembly Part Number	
ECU Serial Number	
VIN Current	
VIN Original	
Active Diagnostic Version	06
Active Diagnostic Variant	40

OBCM DETAILS

NAME	VALUE
VIN Original	—
Active Diagnostic Variant	—
Active Diagnostic Version	—
ECU Serial Number	—
ECU Part Number	—
VIN Current	—

MSMP DETAILS

NAME	VALUE
Software Logical Block #0 Part Number	68321862AC
ECU Part Number	68321862AC
Country Code	USA
Body Style	Station Wagon
Vehicle Line	RU
Model Year	2021
ECU Serial Number	
Active Diagnostic Variant	40
Gateway	False
Active Diagnostic Version	1
Active Diagnostic Session	Default
ECU Software Mode	Running in Application
Software Logical Block Supplier Identification	Kostal
VIN Original	
VIN Current	
Hardware Part Number	68321862AC

DSM DETAILS

NAME	VALUE
Hardware Supplier Identification	00C9
Active Diagnostic Variant	43
Active Diagnostic Version	00
Body Style	Station Wagon
Model Year	2021
Vehicle Line	2D
Country Code	USA / USA
Hardware - Week	12
Hardware - Year	2020
Hardware - Patch Level	00
ECU Part Number	68438382AF
Software - Week	6
Software - Year	2021
Software - Patch Level	00
Software Logical Block Supplier Identification	00C9
VIN Current	
ECU Serial Number	

RCCC DETAILS

NAME	VALUE
ECU Serial Number	
VIN Original	
ECU Software Mode	Running in Application

Active Diagnostic Version	00
Active Diagnostic Variant	40
Active Diagnostic Session	Default
Gateway	False
ECU Part Number	6WL30PD2AA
VIN Current	
Vehicle Line	RU
Model Year	21
Country Code	USA
Body Style	Station Wagon
Hardware Part Number	68223337AB

CVPM DETAILS

NAME	VALUE
Country Code	USA / USA
Model Year	2021
Vehicle Line	RU
Active Diagnostic Variant	40
Active Diagnostic Version	04
VIN Original	
ECU Part Number	56029920AB
ECU Serial Number	
VIN Current	

EAC DETAILS

NAME	VALUE
VIN Original	—
ECU Part Number	—
VIN Current	—
Active Diagnostic Variant	—
Active Diagnostic Version	—

AHCP DETAILS

NAME	VALUE
AHCP SW Version	—
MCPA SW Version	—
Active Diagnostic Version	—
Active Diagnostic Variant	—
Body Style	—
Model Year	—
Vehicle Line	—
VIN Original	—
Hardware Part Number	—
ECU Part Number	—

VIN Current

EBBM DETAILS

NAME	VALUE
Active Diagnostic Variant	40
Active Diagnostic Version	00
ECU Part Number	68461813AB
ECU Serial Number	

ABSO DETAILS

NAME	VALUE
Sensor Cluster Serial Number	
Active Diagnostic Version	01
Active Diagnostic Variant	42
Model Year	2021
Body Style	Station Wagon
Country Code	USA
Vehicle Line	RU
ECU Part Number	68471122AD
ECU Serial Number	

SGW DETAILS

NAME	VALUE
VIN Original	
Active Diagnostic Session Data Identifier	Extended Diagnostic Session
System Supplier ECU Software Version Number	969
ECU Serial Number	
Diagnostic Version	03
Supplier ID	Bosch
Diagnostic Variant ID	41
System Supplier ECU Hardware Number	6002JE1371
ECU Part Number	68488429AB
System Supplier ECU Software Number	V230
System Supplier ECU Hardware Version Number	5

TBM2 DETAILS

NAME	VALUE
Network Connection Status	Connected
IMEI (International Mobile Equipment Identity) Number	015395003812762
SIM identifier ICCID (Integrated Circuit Card Identifier)	89011704272527300185
Network Registration Status	Registered to HOME NETWORK
Radio Access Technology	4G
MSISDN (Mobile Subscriber ISDN) Number	15262180918
IMSI (International Mobile Subscriber Identity) Number	310170252730018

Hardware Supplier Identification	0030
ECU Part Number	68444865AH
VIN Current	
Active Diagnostic Variant	41
Active Diagnostic Version	04
VIN Original	
Software Part Number	52203946
Software Logical Block Supplier Identification	Magneti Marelli
Software - Year	2020
Software - Week	42
Software - Patch Level	5F
Hardware - Patch Level	02
Hardware - Year	2019
Hardware - Week	14
ECU Serial Number	
Hardware Part Number	52154506
Vehicle Line	RU
Country Code	USA
Model Year	2021



FREEZE FRAME REPORT

Vehicle 2021 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 7650.1 miles
Publication Date May 31, 2022, 12:01:27 PM

FREEZE FRAME DATA

Carb

CODE: U0074 | ECU: PCM

NAME	VALUE	UNITS
APP 2 Voltage	0.1955	Volts
Commanded Equivalence Ratio	2.00	
Ethanol Trigger On Fuel Vol Fault	No	
Long Term Fuel Trim - Bank 1	-0.0	%
Engine RPM	0.00	rpm
Air Charge Temp - Bank 2	-40.00	°F
Fuel Rail Pressure	60	PSI
Long Term Fuel Trim - Bank 2	-0.0	%
Commanded Throttle Actuator Control	3.5	%
Relative Throttle Position	3.1	%
AC Clutch	Disengaged	
PCM Mileage Since MIL On	0.0000	miles
TPS 2 Voltage	4.3200	Volts
Ignition Run/Start Switch	On	
Short Term Fuel Trim - Bank 1	-0.0	%
Engine Load	0.0	%
Catalyst Temp	93	°F
Calculated MAP	14.1	PSI
Freeze Frame Caused by DTC	C0 74	
Throttle Flow Multiplicative Adaptive	0.00012	Mult
Mass Airflow Rate	0.00	g/s
EGR Error	NaN	
Freeze Frame Engine Coolant Temp	97	°F
ETC Motor Directional Duty Cycle	-9.4	%DC
Low Ethanol PWR Enrich Flag	No	
Low Ethanol Therm Mgmnt Flag	No	
Fuel Type Being Used	Gasoline	
Air Charge Temp - Bank 1	-40.00	°F

MAP	14	PSI
APP 1 Voltage	0.3862	Volts
Spark Advance	-64.0	degrees
Battery Voltage	14.2063	Volts
Freeze Frame MAP Vacuum	0.00	in Hg
Throttle Outlet Temp	-40.00	°F
AC Switch	On	
Short Term Fuel Trim - Bank 2	-0.0	%
Current Adaptive Cell ID	18	
Cooled EGR Temp	-40	deg C/s
Fuel Rail Pressure	0	PSI
Fuel Tank Pressure	839.00	Pa
Ethanol Gas For Sure	No	
TPS 1 Voltage	0.6612	Volts
PCM Odometer	7634.9440	miles
MAP Voltage	4.31	Volts
Commanded EGR Duty Cycle	0.0	%
Ambient Air Temperature	93	°F
Intake Air Charge Temp	104.00	°F
Phi Adaption Value	0.00000	Mult
Fuel Level Percent	91.0	%
Freeze Frame DTC Priority	03	
Vehicle Speed	0	MPH
Control Module Volts	14.175	V
Alcohol Fuel Percent	0.00	%
Absolute Load Value	0	%
Ethanol Fine Tune Complete Prev	No	
Brake Switch 1	Released	
Time Since Run / Start	0	seconds
Purge Duty Cycle	0.0	%
Brake Switch 2	Released	
Brake Switch Pressed	Yes	
Potential Torque	0.00	Ft-Lbs
APP Pedal Percent	0.00	%
Barometric Pressure	14	PSI
ETC Motor Duty Cycle	9.4	%DC
Throttle Flow Adaptive	-0.005	g/s
Purge Solenoid Current	0.000	mA
Actual Torque	-14.48	Ft-Lbs
H-Bridge Circuit	Enable	

Freeze Frame #1**CODE: U0074 | ECU: PCM**

NAME	VALUE	UNITS
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Intermediate MAP	0	PSI
Ethanol Trigger On Fuel Vol Fault	No	
Relative Throttle Position	3.14	%
Throttle Outlet Pressure	0	PSI
Commanded EGR Duty Cycle	0.00	%
Vacuum	0.00	in Hg
MAP Voltage	4.31	Volts
AC Switch	On	
Fuel Level Percent	91.0	%
Throttle Flow Multiplicative Adaptive	0.00012	Mult
APP 2 Voltage	0.1955	Volts
Potential Torque	0.00	Ft-Lbs
APP 1 Voltage	0.3862	Volts
Cooled EGR Temp	-40	deg C/s
ETC Motor Directional Duty Cycle	-9.4	%DC
Throttle Outlet Temp	-40	°F
Freeze Frame DTC Priority	03	
MAP - Bank 1	0	PSI
Short Term Fuel Trim - Bank 2	-0.0	%
Mass Airflow Rate	0.00	g/s
Vehicle Speed	0	MPH
Ignition Run/Start Switch	On	
Commanded Equivalence Ratio	2.00	
Throttle Flow Adaptive	-0.005	g/s
PCM Odometer	7634.9440	miles
Absolute Load Value	0	%
AC Clutch	Disengaged	
Barometric Pressure	14	PSI
Long Term Fuel Trim - Bank 2	-0.0	%
Catalyst Temp	93	°F
Purge Duty Cycle	0.0	%
Actual Torque	-14.48	Ft-Lbs
Air Charge Temp - Bank 2	-40	°F
Short Term Fuel Trim - Bank 1	-0.0	%
Calculated MAP	14.1	PSI
Brake Switch 1	Released	
Fuel Rail Pressure	0	PSI
Alcohol Fuel Percent	0.00	%
Commanded Throttle Actuator Control	3.53	%
Engine RPM	0.00	rpm
Control Module Volts	14.175	Volts
Battery Voltage	14.2063	Volts
PCM Mileage Since MIL On	0.0000	miles
Ambient Air Temperature	93	°F

Time Since Run / Start	0	seconds
Purge Solenoid Current	0.000	mA
Ethanol Fine Tune Complete Prev	No	
Fuel Rail Pressure	60	PSI
Engine Coolant Temperature	97	°F
Brake Switch 2	Released	
Long Term Fuel Trim - Bank 1	-0.0	%
Low Ethanol PWR Enrich Flag	No	
EGR Error	-100.0	%
TPS 2 Voltage	4.3200	Volts
Low Ethanol Therm Mgmnt Flag	No	
Engine Load	0.0	%
ETC Motor Duty Cycle	9.4	%DC
Current Adaptive Cell ID	18	
Intake Air Charge Temp	104	°F
Fuel Tank Pressure	839.00	Pa
TPS 1 Voltage	0.6612	Volts
H-Bridge Circuit	Enable	
Brake Switch Pressed	Yes	
MAP	14	PSI
Spark Advance	-64.0	degrees
Phi Adaption Value	0.00000	Mult
Fuel Type Being Used	Gasoline	
Air Charge Temp - Bank 1	-40	°F
Freeze Frame Caused by DTC	C0 74	
MAP - Bank 2	0	PSI
Ethanol Gas For Sure	No	
APP Pedal Percent	0.00	%

Freeze Frame #2

CODE: U0074 | ECU: PCM

NAME	VALUE	UNITS
Alcohol Fuel Percent	0.00	%
Actual Torque	-14.48	Ft-Lbs
Potential Torque	0.00	Ft-Lbs
TPS 1 Voltage	0.6637	Volts
Long Term Fuel Trim - Bank 2	-0.0	%
Fuel Tank Pressure	839.00	Pa
Engine RPM	0.00	rpm
Air Charge Temp - Bank 1	-40	°F
MAP	14	PSI
Air Charge Temp - Bank 2	-40	°F
AC Switch	On	
Ambient Air Temperature	93	°F

Battery Voltage	14.2063	Volts
Short Term Fuel Trim - Bank 2	-0.0	%
ETC Motor Directional Duty Cycle	-11.7	%DC
Ignition Run/Start Switch	On	
Low Ethanol Therm Mgmnt Flag	No	
Current Adaptive Cell ID	18	
Long Term Fuel Trim - Bank 1	-0.0	%
Commanded Throttle Actuator Control	3.53	%
Time Since Run / Start	0	seconds
MAP - Bank 1	0	PSI
Barometric Pressure	14	PSI
Fuel Type Being Used	Gasoline	
Engine Load	0.0	%
Brake Switch 2	Released	
Phi Adaption Value	0.00000	Mult
Throttle Flow Adaptive	-0.005	g/s
Freeze Frame Caused by DTC	C0 74	
Cooled EGR Temp	-40	deg C/s
Ethanol Trigger On Fuel Vol Fault	No	
Purge Solenoid Current	0.000	mA
ETC Motor Duty Cycle	11.7	%DC
Intake Air Charge Temp	104	°F
MAP - Bank 2	0	PSI
AC Clutch	Disengaged	
Relative Throttle Position	3.14	%
Purge Duty Cycle	0.0	%
Calculated MAP	14.1	PSI
Commanded EGR Duty Cycle	0.00	%
Absolute Load Value	0	%
MAP Voltage	4.31	Volts
Fuel Rail Pressure	0	PSI
Low Ethanol PWR Enrich Flag	No	
Mass Airflow Rate	0.00	g/s
Fuel Rail Pressure	60	PSI
APP 2 Voltage	0.1906	Volts
Control Module Volts	14.175	Volts
PCM Mileage Since MIL On	0.0000	miles
Ethanol Fine Tune Complete Prev	No	
Throttle Outlet Pressure	0	PSI
Short Term Fuel Trim - Bank 1	-0.0	%
Engine Coolant Temperature	97	°F
TPS 2 Voltage	4.3188	Volts
Spark Advance	-64.0	degrees
Fuel Level Percent	91.0	%

Catalyst Temp	93	°F
Commanded Equivalence Ratio	2.00	
APP 1 Voltage	0.3862	Volts
Vacuum	0.00	in Hg
APP Pedal Percent	0.00	%
Throttle Flow Multiplicative Adaptive	0.00012	Mult
PCM Odometer	7634.9440	miles
Freeze Frame DTC Priority	03	
Brake Switch 1	Released	
EGR Error	-100.0	%
Intermediate MAP	0	PSI
Throttle Outlet Temp	-40	°F
Vehicle Speed	0	MPH
Ethanol Gas For Sure	No	
H-Bridge Circuit	Enable	
Brake Switch Pressed	Yes	

Freeze Frame #3

CODE: U0074 | ECU: PCM

NAME	VALUE	UNITS
Absolute Load Value	0	%
Air Charge Temp - Bank 1	-40	°F
Throttle Flow Adaptive	-0.005	g/s
Ethanol Fine Tune Complete Prev	No	
Throttle Flow Multiplicative Adaptive	0.00012	Mult
AC Switch	On	
Brake Switch 2	Released	
Long Term Fuel Trim - Bank 1	-0.0	%
Throttle Outlet Temp	-40	°F
Ignition Run/Start Switch	On	
Phi Adaption Value	0.00000	Mult
Brake Switch 1	Released	
TPS 2 Voltage	4.3188	Volts
Fuel Rail Pressure	0	PSI
MAP - Bank 2	0	PSI
Fuel Tank Pressure	839.00	Pa
APP 2 Voltage	0.1955	Volts
Fuel Rail Pressure	60	PSI
APP Pedal Percent	0.00	%
Brake Switch Pressed	Yes	
MAP - Bank 1	0	PSI
Commanded Equivalence Ratio	2.00	
Vehicle Speed	0	MPH
Fuel Type Being Used	Gasoline	

Fuel Level Percent	91.0	%
Engine Coolant Temperature	97	°F
Long Term Fuel Trim - Bank 2	-0.0	%
Intake Air Charge Temp	104	°F
Commanded Throttle Actuator Control	3.53	%
ETC Motor Directional Duty Cycle	-11.7	%DC
ETC Motor Duty Cycle	11.7	%DC
Ambient Air Temperature	93	°F
Ethanol Gas For Sure	No	
Engine Load	0.0	%
Relative Throttle Position	3.53	%
Freeze Frame Caused by DTC	C0 74	
Low Ethanol Therm Mgmnt Flag	No	
Calculated MAP	14.1	PSI
Purge Solenoid Current	0.000	mA
H-Bridge Circuit	Enable	
Purge Duty Cycle	0.0	%
Vacuum	0.00	in Hg
Battery Voltage	14.2063	Volts
PCM Mileage Since MIL On	0.0000	miles
AC Clutch	Disengaged	
Commanded EGR Duty Cycle	0.00	%
Barometric Pressure	14	PSI
MAP Voltage	4.31	Volts
Ethanol Trigger On Fuel Vol Fault	No	
MAP	14	PSI
Time Since Run / Start	0	seconds
Current Adaptive Cell ID	18	
Engine RPM	0.00	rpm
Catalyst Temp	93	°F
Air Charge Temp - Bank 2	-40	°F
PCM Odometer	7634.9440	miles
Short Term Fuel Trim - Bank 1	-0.0	%
Alcohol Fuel Percent	0.00	%
Freeze Frame DTC Priority	03	
Actual Torque	-14.48	Ft-Lbs
APP 1 Voltage	0.3862	Volts
EGR Error	-100.0	%
Spark Advance	-64.0	degrees
Potential Torque	0.00	Ft-Lbs
Control Module Volts	14.175	Volts
Mass Airflow Rate	0.00	g/s
Short Term Fuel Trim - Bank 2	-0.0	%
TPS 1 Voltage	0.6637	Volts

Low Ethanol PWR Enrich Flag	No	
Intermediate MAP	0	PSI
Cooled EGR Temp	-40	deg C/s
Throttle Outlet Pressure	0	PSI

No MisFire data available

Most Recent DTC

CODE: U0074 | ECU: PCM

NAME	VALUE	UNITS
APP 2 Voltage	0.1906	Volts
Cooled EGR Temp	-40	deg C/s
Freeze Frame Caused by DTC	C0 74	
Brake Switch 1	Released	
Brake Switch 2	Released	
Purge Duty Cycle	0.0	%
Commanded Throttle Actuator Control	4	%
Engine Coolant Temperature	97	°F
Commanded EGR Duty Cycle	0	%
H-Bridge Circuit	Enable	
MAP - Bank 2	0	PSI
Air Charge Temp - Bank 2	-40	°F
Fuel Level Percent	91.0	%
Fuel Type Being Used	Gasoline	
ETC Motor Directional Duty Cycle	-12.7	%DC
Calculated MAP	14.1	PSI
Mass Airflow Rate	0.00	g/s
Engine Load	0.0	%
TPS 2 Voltage	4.3200	Volts
APP Pedal Percent	0.00	%
Phi Adaption Value	0.00000	Mult
Short Term Fuel Trim - Bank 2	-0.0	%
Ignition Run/Start Switch	On	
Commanded Equivalence Ratio	2.00	
Alcohol Fuel Percent	0.00	%
Spark Advance	-64.0	degrees
Short Term Fuel Trim - Bank 1	-0.0	%
Battery Voltage	12.9092	Volts
AC Clutch	Disengaged	
Barometric Pressure	14	PSI
Fuel Rail Pressure	59	PSI
AC Switch	On	
Ethanol Fine Tune Complete Prev	No	
Intake Air Charge Temp	104	°F

Fuel Rail Pressure	0	PSI
Freeze Frame DTC Priority	03	
Vehicle Speed	0	MPH
Purge Solenoid Current	0.000	mA
Low Ethanol PWR Enrich Flag	No	
Ethanol Gas For Sure	No	
Long Term Fuel Trim - Bank 1	-0.0	%
Engine RPM	0.00	rpm
Intermediate MAP	0	PSI
APP 1 Voltage	0.3862	Volts
Throttle Outlet Pressure	0	PSI
MAP	14	PSI
Vacuum	0.00	in Hg
Low Ethanol Therm Mgmnt Flag	No	
ETC Motor Duty Cycle	12.7	%DC
Catalyst Temp	93	°F
Relative Throttle Position	3	%
Actual Torque	-14.48	Ft-Lbs
Brake Switch Pressed	No	
MAP - Bank 1	0	PSI
Air Charge Temp - Bank 1	-40	°F
Throttle Outlet Temp	-40	°F
PCM Odometer	7634.9440	miles
EGR Error	NaN	
Throttle Flow Multiplicative Adaptive	0.00012	Mult
Control Module Volts	12.878	Volts
Ambient Air Temperature	93	°F
Fuel Tank Pressure	811.00	Pa
Throttle Flow Adaptive	-0.005	g/s
Time Since Run / Start	0	seconds
Potential Torque	0.00	Ft-Lbs
Absolute Load Value	0	%
Long Term Fuel Trim - Bank 2	-0.0	%
Ethanol Trigger On Fuel Vol Fault	No	
TPS 1 Voltage	0.6625	Volts
PCM Mileage Since MIL On	0.0000	miles
MAP Voltage	4.31	Volts
Current Adaptive Cell ID	18	



VEHICLE SCAN REPORT

Vehicle 2021 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 7650.1 miles
Publication Date May 31, 2022, 12:00:49 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	68499122AF	[REDACTED]	[REDACTED]	68499122AF
PLGM	Power Liftgate	CAN-I	68466171AI			68466171AI
ICS	Integrated Center Stack	CAN-I	7AS341X8AA			7AS341X8AA
RFH	Radio Frequency Hub	CAN-C	68500152AA			68500152AA
ESM	Electronic Shifter	CAN-C	68240089AN			68240089AN
ORC	Occupant Restraint	CAN-C	68526665AB			68526665AB
EPS	Electric Power Steering	CAN-C	68460392AA			68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68493454AE			68493454AE
DDM	Driver Door Module	CAN-I	68496463AB			68496463AB
PDM	Passenger Door Module	CAN-I	68496462AB			68496462AB
DMRL	Door Module Rear Left	CAN-I	68508894AB			68508894AB
DMRR	Door Module Rear Right	CAN-I	68508894AB			68508894AB
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AD			68369596AD
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AD			68369596AD
MSM	Memory Seat Module	CAN-I	68321862AC			68321862AC
CSWM	Comfort Seat Wheel Module	CAN-I	68517011AB			68517011AB
AMP	Amplifier	CAN-I	68549088AA			68549088AA
IPC	Instrument Panel Cluster	CAN-C	68434960AF			68434960AF
PTS	Parktronics	CAN-C	68485862AB			68485862AB
SCCM	Steering Column Control Module	CAN-C	68531525AA			68531525AA
BCM	Body Controller	CAN-C	68491085AG			68491085AG

ACC	Adaptive Cruise Control	CAN-C	68540436AC		68540436AC
RADIO	Radio	CAN-I	68465292AE		68465292AE
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	04672786AC		04672786AC
RBSS	Right Blind Spot Sensor	CAN-I	04672786AC		04672786AC
FFCM	Forward Facing Camera Module	CAN-C	68551091AA		68551091AA
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193183AF		05193183AF
HCP	Hybrid Control Processor	CAN-C	05185116AJ		05185116AJ
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC		68321862AC
DSM	Display Screen Module	CAN-I	68438382AF		68438382AF
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
CVPM	Central vision processing module	CAN-I	56029920AB		56029920AB
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05185117AH		05185117AH
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68471122AD		68471122AD
SGW	Security Gateway Module	CAN-C	68488429AB		68488429AB
TBM2	Telematic Box Module 2	CAN-C	68444865AH		68444865AH

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	75 02 00	4422	
PLGM	USA	0	5084	000200000031	
ICS	USA	0F 0C 00	13 31 01	4700	
RFH	USA / USA	10 17 00	13 26 00	4A00	
ESM	USA / USA	13 02 00	14 23 FF	4402	
ORC	USA / USA	14 06 00	14 12 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	

HVAC	USA	0E 09 00	14 2F 01	4401	
DDM	USA	11 07 00	14 07 00	4202	
PDM	USA	11 07 00	14 07 00	4202	
DMRL	USA / USA	10 0B 00	14 08 00	4201	
DMRR	USA / USA	10 0B 00	14 08 00	4201	
PSDML	USA / USA	10 17 00	14 10 12	4001	
PSDMR	USA / USA	10 17 00	14 10 12	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
CSWM	USA	11 2A 00	14 25 00	4302	
AMP	USA	21 01 01	15 16 00	4030	
IPC	USA / USA	12 06 00	14 34 00	4705	
PTS	USA	0E 32 00	15 05 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 26 90	4420	
ACC	USA / USA	14 2A 01	15 23 02	4400	
RADIO		65	5671	000200000008	
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	15 08 00	4202	
RBSS	USA / USA	11 30 02	15 08 00	4202	
FFCM	USA / USA	11 06 00	15 0C 00	4102	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	15 07 00	4005	
HCP	USA	11 1F 04	0F 2D 00	4006	
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	14 0C 00	15 06 00	4300	
RCCC	USA	0F 1D 00	13 04 00	4000	
CVPM	USA / USA	11 27 01	14 0C 01	4004	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	0F 2D 00	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	
ABSO	USA	0E 15 02	14 1B 26	4201	
SGW		5	969	4103	
TBM2	USA	13 0E 02	14 2A 5F	4104	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	U0074	Dedicated Powertrain (D-PT) CAN Bus Off	Active
ESM	U0074-00	Dedicated Powertrain (D-PT) CAN Bus Off-	Stored
ESM	U1853-00	Implausible Data Received from Hybrid Powertrain Control Processor on D-PT-	Stored
ORC	U0073-00	Hybrid/EV Bus Off-	Stored
PTS	U0415-00	Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-	Stored

ACC	C2225-00	PCM Disabled ECU-	Active
ACC	C2227-00	ABS Disabled ECU-	Active
ACC	U0415-00	Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-	Active
HCP	P0A0A-00	High Voltage System Interlock Circuit "A"-	Stored
HCP	P1AED-00	MCPB High Voltage Battery Voltage Sensor Circuit Performance-	Active
HCP	U0073-00	Hybrid/EV Bus Off-	Active
HCP	U0111-00	Lost Communication With Battery Energy Control Module-	Stored
HCP	U0293-00	Lost Communication with Hybrid Control Module "A"-	Active
HCP	U1814-00	OBCM Lost Communication with BPCM-	Active
HCP	U1817-00	Lost Communication With Hybrid Powertrain Control Module on D-PT-	Stored
HCP	U1818-00	Lost Communication With ECM/PCM on D-PT CAN-	Active
HCP	U1820-00	Lost Communication With Antilock Brake Module (ABS) on D-PT CAN-	Stored
HCP	U1852-00	Implausible Data Received from ABS on D-PT-	Active
ABSO	C0021-00	Brake Booster-	Active
ABSO	U0074-00	Dedicated Powertrain (D-PT) CAN Bus Off-	Stored
TBM2	U0452-64	Implausible Data Received From Restraints Control Module-Signal Plausibility Failure	Active

ENVIRONMENTAL DATA SUMMARY

PCM | U0074 | Active | Dedicated Powertrain (D-PT) CAN Bus Off

NAME	VALUE	UNITS
Number of DTC	1	
DTC	C0 74	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Odometer	7639.4	miles
Accumulation Timer	1	minutes
Ignition Key Cycles	0	
Starts Since Set Counter	0	
Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

ESM | U0074-00 | Stored | Dedicated Powertrain (D-PT) CAN Bus Off-

NAME	VALUE	UNITS
DTC	C0 74 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	

Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	4	
Ignition Cycle Counter	0	
Ignition Status	Ignition Run	
Operating Voltage	14.0	Volts
Operation Time	13266	Min

ESM | U1853-00 | Stored | Implausible Data Received from Hybrid Powertrain Control Processor on D-PT-

NAME	VALUE	UNITS
DTC	D8 53 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
Ignition Status	Ignition Run	
Operating Voltage	14.0	Volts
Operation Time	13266	Min
Sub-Faults	04	

ORC | U0073-00 | Stored | Hybrid/EV Bus Off-

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	True	
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	7645	miles
Most Recent Odometer Value	7645	miles

Frequency Counter	3	
Operation Cycle Counter	1	
DTC Extended Data Record Number - All	FF	

PTS | U0415-00 | Stored | Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-

NAME	VALUE	UNITS
DTC	C4 15 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	03	
Occurrence flag	Occurrence	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	4	
DC/DC Converter Voltage	01	Volt

ACC | C2225-00 | Active | PCM Disabled ECU-

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Operation Cycle Counter		
Vehicle Speed		MPH
Engine RPM		rpm
ACC Set Speed		MPH
Object of Interest Distance		FEET
Engine Torque Request		Ft-Lbs
PRNDL Status		
Ignition Voltage		

System Voltage

Volts

ACC | C2227-00 | Active | ABS Disabled ECU-

NAME	VALUE	UNITS
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	ERROR	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Operation Cycle Counter	0	
Vehicle Speed	0	MPH
Engine RPM	0	rpm
ACC Set Speed	0	MPH
Object of Interest Distance	830	FEET
Engine Torque Request	SNA	Ft-Lbs
PRNDL Status	D range	
Ignition Voltage	13.7	
System Voltage	14.1	Volts

ACC | U0415-00 | Active | Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-

NAME	VALUE	UNITS
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	ERROR	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Operation Cycle Counter	0	
Vehicle Speed	0	MPH
Engine RPM	0	rpm
ACC Set Speed	0	MPH

Object of Interest Distance	830	FEET
Engine Torque Request	SNA	Ft-Lbs
PRNDL Status	D range	
Ignition Voltage	13.7	
System Voltage	14.1	Volts

HCP | P0A0A-00 | Stored | High Voltage System Interlock Circuit "A"-

NAME	VALUE	UNITS
DTC	0A 0A 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	17015136	sec
RAM stamps keyOn	1020	sec
RAM Stamps	193	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	76	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.092	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.092	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs

Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase 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	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	188	Degree
Motor A Resolver Angle	312	Degree
Electric Motor A Speed	1.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	229	Volts
PIM DC Link Voltage - B	300	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	228.60	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	13.104	Volts
Battery Feed Voltage 2 Sense	13.176	Volts
Battery Feed Voltage 3 Sense	13.248	Volts
Hybrid System State	Determine Hybrid System State	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year

GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	16	Hours
UTC Time - Minutes	59	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	875	ms

HCP | P1AED-00 | Active | MCPB High Voltage Battery Voltage Sensor Circuit Performance-

NAME	VALUE	UNITS
DTC	1A ED 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
PHEV Charging Status		
Engine Speed		rpm
HV Battery SOC		%
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Inverter B Input DC Current		AMP
Electric Motor B Speed		rpm
Commanded Inverter B State		
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP

Motor B - Inverter Current - phase C		AMP
Inverter B Status Feedback		
Motor B Phase U Short Fault - High-Side		
Motor B Phase U Cross Conduction Fault - High-Side		
Motor B Phase U Thermal Warning Fault - High-Side		
Motor B Phase U Thermal Shutdown Fault - High-Side		
Motor B Phase U Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase U SPI Error Fault - High-Side		
Motor B Phase U Hardware Error Fault - High-Side		
Motor B Phase U Short Fault - Low-Side		
Motor B Phase U Cross Conduction Fault - Low-Side		
Motor B Phase U Over Current Fault - Low-Side		
Motor B Phase U Thermal Warning Fault - Low-Side		
Motor B Phase U Thermal Shutdown Fault - Low-Side		
Motor B Phase U Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase U Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase U SPI Error Fault - Low-Side		
Motor B Phase U Hardware Error Fault - Low-Side		
Motor B Phase V Short Fault - High-Side		
Motor B Phase V Cross Conduction Fault - High-Side		
Motor B Phase V Over Current Fault - High-Side		
Motor B Phase V Thermal Warning Fault - High-Side		
Motor B Phase V Thermal Shutdown Fault - High-Side		
Motor B Phase V Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase V Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase V SPI Error Fault - High-Side		
Motor B Phase V Hardware Error Fault - High-Side		
Motor B Phase V Short Fault - Low-Side		
Motor B Phase V Cross Conduction Fault - Low-Side		
Motor B Phase V Over Current Fault - Low-Side		
Motor B Phase V Thermal Warning Fault - Low-Side		
Motor B Phase V Thermal Shutdown Fault - Low-Side		
Motor B Phase V Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase V Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase V SPI Error Fault - Low-Side		
Motor B Phase V Hardware Error Fault - Low-Side		
Motor B Phase W Short Fault - High-Side		
Motor B Phase W Cross Conduction Fault - High-Side		
Motor B Phase W Over Current Fault - High-Side		
Motor B Phase W Thermal Warning Fault - High-Side		
Motor B Phase W Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase W Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase W SPI Error Fault - High-Side		
Motor B Phase W Hardware Error Fault - High-Side		

Motor B Phase W Short Fault - Low-Side		
Motor B Phase W Cross Conduction Fault - Low-Side		
Motor B Phase W Over Current Fault - Low-Side		
Motor B Phase W Thermal Warning Fault - Low-Side		
Motor B Phase W Thermal Shutdown Fault - Low-Side		
Motor B Phase W Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase W Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase W SPI Error Fault - Low-Side		
Motor B Phase W Hardware Error Fault - Low-Side		
Motor B Resolver Supply Voltage Value		Volts
Battery Feed Voltage 2 Sense		Volts
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Hybrid System State		
Actual Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor A Temp Sensor		°F
Outside Air Temperature		°F
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
EPT LOC Diag Enable		
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
Impact Event		

HCP System Shutdown Command		
Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
OBCM Operating Mode		
J1772 Prox Detected State		
HV Battery Sleep Time		Days
Motor B Phase U Over Current Fault - High-Side		
Motor B Phase U Over Voltage Fault VH - High-Side		
Motor B Phase U Under Voltage Fault VH - High-Side		
Motor B Phase U Over Voltage Fault VL - High-Side		
Motor B Phase U Under Voltage Fault VL - High-Side		
Motor B Phase U Over Voltage Fault VDD - High-Side		
Motor B Phase U Under Voltage Fault VDD - High-Side		
Motor B Phase U Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase U Over Voltage Fault VH - Low-Side		
Motor B Phase U Under Voltage Fault VH - Low-Side		
Motor B Phase U Over Voltage Fault VL - Low-Side		
Motor B Phase U Under Voltage Fault VL - Low-Side		
Motor B Phase U Over Voltage Fault VDD - Low-Side		
Motor B Phase U Under Voltage Fault VDD - Low-Side		
Motor B Phase V Over Voltage Fault VH - High-Side		
Motor B Phase V Under Voltage Fault VH - High-Side		
Motor B Phase V Over Voltage Fault VL - High-Side		
Motor B Phase V Under Voltage Fault VL - High-Side		
Motor B Phase V Over Voltage Fault VDD - High-Side		
Motor B Phase V Under Voltage Fault VDD - High-Side		
Motor B Phase V Over Voltage Fault VH - Low-Side		
Motor B Phase V Under Voltage Fault VH - Low-Side		
Motor B Phase V Over Voltage Fault VL - Low-Side		
Motor B Phase V Under Voltage Fault VL - Low-Side		
Motor B Phase V Over Voltage Fault VDD - Low-Side		
Motor B Phase V Under Voltage Fault VDD - Low-Side		
Motor B Phase W Over Voltage Fault VH - High-Side		
Motor B Phase W Under Voltage Fault VH - High-Side		
Motor B Phase W Over Voltage Fault VL - High-Side		
Motor B Phase W Under Voltage Fault VL - High-Side		
Motor B Phase W Over Voltage Fault VDD - High-Side		
Motor B Phase W Under Voltage Fault VDD - High-Side		
Motor B Phase W Thermal Shutdown Fault - High-Side		
Motor B Phase W Over Voltage Fault VH - Low-Side		
Motor B Phase W Under Voltage Fault VH - Low-Side		
Motor B Phase W Over Voltage Fault VL - Low-Side		
Motor B Phase W Under Voltage Fault VL - Low-Side		

Motor B Phase W Over Voltage Fault VDD - Low-Side		
Motor B Phase W Under Voltage Fault VDD - Low-Side		
GPS Date - Year		Year
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | U0073-00 | Active | Hybrid/EV Bus Off-

NAME	VALUE	UNITS
DTC	C0 73 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	79	
Ignition Cycle Counter	0	
Real time clock	17015236	sec
RAM stamps keyOn	1125	sec
RAM Stamps	194	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	76	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	97	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs

Motor B Torque	-0.092	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	-0.092	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	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	184	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.5	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP____	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.744	Volts
Battery Feed Voltage 2 Sense	12.816	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F

Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	306	ms

HCP | U0111-00 | Stored | Lost Communication With Battery Energy Control Module-

NAME	VALUE	UNITS
DTC	C1 11 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
Real time clock	17015228	sec
RAM stamps keyOn	1125	sec
RAM Stamps	194	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	76	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts

Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-0.092	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	-0.092	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	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	184	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.5	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.816	Volts
Battery Feed Voltage 2 Sense	12.816	Volts
Battery Feed Voltage 3 Sense	12.888	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F

Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	106	ms

HCP | U0293-00 | Active | Lost Communication with Hybrid Control Module "A"-

NAME	VALUE	UNITS
DTC	C2 93 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number		
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
Engine Speed		rpm
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
HVIL Sense Input State		
No Charging Reasons		
Battery Feed Voltage 2 Sense		Volts

Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
Hybrid System State		
SW Build Release Version		
HCP SW Version		
EPT LOC Diag Enable		
CAN Overrun Counter		Number
Impact Event		
Outside Air Temperature		°F
Maximum Charge Current Allowed		Amps
Charge Current Available		AMP
OBCM Derating Reason		
OBCM Operating Mode		
HCP Commanded OBCM Mode		
J1772 Prox Detected State		
J1772 Pilot Detected State		
OBCM J1772 S2 Status		
HCP J1772 S2 Close Command		
OBCM Ready to Charge		
HCP Command to Enable Charging		
HCP Charging System Status		
HCP Charging Level		
HCP Charging System Fault		
HCP Charging Fault Reason		
HV Battery Contactor State		
DC Voltage Not Detected		
AC Voltage Detected		
HV Battery Actual Current		AMP
AC Voltage for Charging		Volts
AC Current During Charging		Amps
Maximum EVSE Current Available		AMP
HCP Charging Current Command		AMP
HCP Charging Voltage Command		Volts
DC Charging Current		Amps
OBCM Charging Voltage		Volts
OBCM Module A Max Temperature		°F
OBCM Module B Max Temperature		°F
OBCM Module A PCB Temperature		°F
OBCM Module B PCB Temperature		°F
OBCM Accumulated Charging Time		hrs
OBCM Charging Power		KW-Hrs
HV Battery Pump Current		AMP

Radiator Fan Command		%
HV Battery Inlet Temperature		°F
HV Battery Outlet Temperature		°F
HV Battery Min Cell Voltage		Volts
Max Cell Voltage		Volts
Min Cell Temperature		°F
Max Cell Temperature		°F
HV Battery Sleep Time		Days
HV Battery SOC		%
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Actual Torque - Motor A		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor B Resolver Angle		Degree
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
HCP System Shutdown Command		
PHEV Charging Status		

Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
GPS Date - Year		Year
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | U1814-00 | Active | OBCM Lost Communication with BPCM-

NAME	VALUE	UNITS
DTC	D8 14 00	
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number		
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
Engine Speed		rpm
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
HVIL Sense Input State		
No Charging Reasons		
Battery Feed Voltage 2 Sense		Volts
Internal EPS Voltage Sense A		Volts

Internal EPS Voltage Sense B		Volts
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
Hybrid System State		
SW Build Release Version		
HCP SW Version		
EPT LOC Diag Enable		
CAN Overrun Counter		Number
Impact Event		
Outside Air Temperature		°F
Maximum Charge Current Allowed		Amps
Charge Current Available		AMP
OBCM Derating Reason		
OBCM Operating Mode		
HCP Commanded OBCM Mode		
J1772 Prox Detected State		
J1772 Pilot Detected State		
OBCM J1772 S2 Status		
HCP J1772 S2 Close Command		
OBCM Ready to Charge		
HCP Command to Enable Charging		
HCP Charging System Status		
HCP Charging Level		
HCP Charging System Fault		
HCP Charging Fault Reason		
HV Battery Contactor State		
DC Voltage Not Detected		
AC Voltage Detected		
HV Battery Actual Current		AMP
AC Voltage for Charging		Volts
AC Current During Charging		Amps
Maximum EVSE Current Available		AMP
HCP Charging Current Command		AMP
HCP Charging Voltage Command		Volts
DC Charging Current		Amps
OBCM Charging Voltage		Volts
OBCM Module A Max Temperature		°F
OBCM Module B Max Temperature		°F
OBCM Module A PCB Temperature		°F
OBCM Module B PCB Temperature		°F
OBCM Accumulated Charging Time		hrs
OBCM Charging Power		KW-Hrs
HV Battery Pump Current		AMP
Radiator Fan Command		%

HV Battery Inlet Temperature		°F
HV Battery Outlet Temperature		°F
HV Battery Min Cell Voltage		Volts
Max Cell Voltage		Volts
Min Cell Temperature		°F
Max Cell Temperature		°F
HV Battery Sleep Time		Days
HV Battery SOC		%
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Actual Torque - Motor A		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor B Resolver Angle		Degree
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
HCP System Shutdown Command		
PHEV Charging Status		
Distance Travelled with Light ON		miles

Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
GPS Date - Year		Year
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | U1817-00 | Stored | Lost Communication With Hybrid Powertrain Control Module on D-PT-

NAME	VALUE	UNITS
DTC	D8 17 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	7	
Ignition Cycle Counter	0	
Real time clock	17015236	sec
RAM stamps keyOn	1125	sec
RAM Stamps	194	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	76	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs

Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	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
Motor B Resolver Angle	184	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.5	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP____	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.816	Volts
Battery Feed Voltage 2 Sense	12.816	Volts
Battery Feed Voltage 3 Sense	12.888	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F

Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	631	ms

HCP | U1818-00 | Active | Lost Communication With ECM/PCM on D-PT CAN-

NAME	VALUE	UNITS
DTC	D8 18 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	3	
Ignition Cycle Counter	0	
Real time clock	17015236	sec
RAM stamps keyOn	1125	sec
RAM Stamps	194	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	76	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	97	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts

Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase 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	184	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.5	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.744	Volts
Battery Feed Voltage 2 Sense	12.816	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F

Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	606	ms

HCP | U1820-00 | Stored | Lost Communication With Antilock Brake Module (ABS) on D-PT CAN-

NAME	VALUE	UNITS
DTC	D8 20 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
Real time clock	17015236	sec
RAM stamps keyOn	1125	sec
RAM Stamps	194	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	76	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts

Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-0.092	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	-0.092	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase 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
Motor B Resolver Angle	184	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.5	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP___	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.744	Volts
Battery Feed Voltage 2 Sense	12.816	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F

Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	681	ms

HCP | U1852-00 | Active | Implausible Data Received from ABS on D-PT-

NAME	VALUE	UNITS
DTC	D8 52 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	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	17015128	sec
RAM stamps keyOn	1020	sec
RAM Stamps	192	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	76	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	97	°F

Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	191.003	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-191.003	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	188	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	1.0	rpm
Electric Motor B Speed	1.0	rpm
PIM DC Link Voltage - A	376	Volts
PIM DC Link Voltage - B	375	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	On	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	375.60	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.040	Volts
Battery Feed Voltage 2 Sense	14.112	Volts
Battery Feed Voltage 3 Sense	14.040	Volts
Hybrid System State	Inverters Enabled	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F

Inverter A IGBT Temperature for phase C	100	°F
Inverter B IGBT Temperature for phase A	100	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	16	Hours
UTC Time - Minutes	58	
UTC Time - Seconds	1	seconds
ECU Time - Milliseconds	625	ms

ABSO | C0021-00 | Active | Brake Booster-

NAME	VALUE	UNITS
DTC	40 21 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	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Fault Time	1015.40	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	OK	
Supply Voltage Valves	14.0	V
Brake Pedal Status	Released	
Supply voltage Pump	14.2	V
Brake Pedal Travel Sensor Position	0	%
Ignition Unfiltered	14.0	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	

Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	0.00	°
Longitudinal Acceleration	0.00	m/s^2
Lateral Acceleration	-0.22	m/s^2
Yaw Rate	0.000	°/s
Primary Circuit Pressure	0.00	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	No	
BLS Low	Yes	
Park Brake	Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	P	
Transmission selector lever setting	P	
Status Parking Brake Left	Brake is Fully Applied	
Status Parking Brake Right	Brake is Fully Applied	
EPB Switch Status	Idle	
Supplier Internal Code	583	

ABSO | U0074-00 | Stored | Dedicated Powertrain (D-PT) CAN Bus Off-

NAME	VALUE	UNITS
DTC	C0 74 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	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7635	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	20	
Ignition Cycle Counter	0	
Fault Time	1126.00	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	OK	
Supply Voltage Valves	12.7	V
Brake Pedal Status	Released	
Supply voltage Pump	12.8	V
Brake Pedal Travel Sensor Position	0	%
Ignition Unfiltered	12.7	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	0.00	°
Longitudinal Acceleration	0.00	m/s ²
Lateral Acceleration	-0.22	m/s ²
Yaw Rate	0.000	°/s
Primary Circuit Pressure	0.00	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	

Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	No	
BLS Low	Yes	
Park Brake	Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	P	
Transmission selector lever setting	P	
Status Parking Brake Left	Brake is Fully Applied	
Status Parking Brake Right	Brake is Fully Applied	
EPB Switch Status	Idle	
Supplier Internal Code	192	

TBM2 | U0452-64 | Active | Implausible Data Received From Restraints Control Module-Signal Plausibility Failure

NAME	VALUE	UNITS
DTC	C4 52 64	
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	
DTC Extended Data Record Number - All	01	
Frequency Counter	2	

SNAPSHOT DATA SUMMARY

No Snapshot Data available for U0074

No Snapshot Data available for U0074-00

No Snapshot Data available for U1853-00

No Snapshot Data available for U0073-00

No Snapshot Data available for U0415-00

No Snapshot Data available for C2225-00

No Snapshot Data available for C2227-00

No Snapshot Data available for U0415-00

No Snapshot Data available for P0A0A-00

No Snapshot Data available for P1AED-00

No Snapshot Data available for U0073-00

No Snapshot Data available for U0111-00

No Snapshot Data available for U0293-00

No Snapshot Data available for U1814-00

No Snapshot Data available for U1817-00

No Snapshot Data available for U1818-00

No Snapshot Data available for U1820-00

No Snapshot Data available for U1852-00

No Snapshot Data available for C0021-00

No Snapshot Data available for U0074-00

No Snapshot Data available for U0452-64



VEHICLE SCAN REPORT

Vehicle 2021 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 7650.1 miles
Publication Date May 31, 2022, 12:09:58 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	68499122AF	[REDACTED]	[REDACTED]	68499122AF
PLGM	Power Liftgate	CAN-I	68466171AI			68466171AI
ICS	Integrated Center Stack	CAN-I	7AS341X8AA			7AS341X8AA
RFH	Radio Frequency Hub	CAN-C	68500152AA			68500152AA
ESM	Electronic Shifter	CAN-C	68240089AN			68240089AN
ORC	Occupant Restraint	CAN-C	68526665AB			68526665AB
EPS	Electric Power Steering	CAN-C	68460392AA			68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68493454AE			68493454AE
DDM	Driver Door Module	CAN-I	68496463AB			68496463AB
PDM	Passenger Door Module	CAN-I	68496462AB			68496462AB
DMRL	Door Module Rear Left	CAN-I	68508894AB			68508894AB
DMRR	Door Module Rear Right	CAN-I	68508894AB			68508894AB
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AD			68369596AD
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AD			68369596AD
MSM	Memory Seat Module	CAN-I	68321862AC			68321862AC
CSWM	Comfort Seat Wheel Module	CAN-I	68517011AB			68517011AB
AMP	Amplifier	CAN-I	68549088AA			68549088AA
IPC	Instrument Panel Cluster	CAN-C	68434960AF			68434960AF
PTS	Parktronics	CAN-C	68485862AB			68485862AB
SCCM	Steering Column Control Module	CAN-C	68531525AA			68531525AA
BCM	Body Controller	CAN-C	68491085AG			68491085AG

ACC	Adaptive Cruise Control	CAN-C	68540436AC		68540436AC
RADIO	Radio	CAN-I	68465292AE		68465292AE
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	04672786AC		04672786AC
RBSS	Right Blind Spot Sensor	CAN-I	04672786AC		04672786AC
FFCM	Forward Facing Camera Module	CAN-C	68551091AA		68551091AA
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193183AF		05193183AF
HCP	Hybrid Control Processor	CAN-C	05185116AJ		05185116AJ
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC		68321862AC
DSM	Display Screen Module	CAN-I	68438382AF		68438382AF
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
CVPM	Central vision processing module	CAN-I	56029920AB		56029920AB
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05185117AH		05185117AH
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68471122AD		68471122AD
SGW	Security Gateway Module	CAN-C	68488429AB		68488429AB
TBM2	Telematic Box Module 2	CAN-C	68444865AH		68444865AH

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	75 02 00	4422	
PLGM	USA	0	5084	000200000031	
ICS	USA	0F 0C 00	13 31 01	4700	
RFH	USA / USA	10 17 00	13 26 00	4A00	
ESM	USA / USA	13 02 00	14 23 FF	4402	
ORC	USA / USA	14 06 00	14 12 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	

HVAC	USA	0E 09 00	14 2F 01	4401	
DDM	USA	11 07 00	14 07 00	4202	
PDM	USA	11 07 00	14 07 00	4202	
DMRL	USA / USA	10 0B 00	14 08 00	4201	
DMRR	USA / USA	10 0B 00	14 08 00	4201	
PSDML	USA / USA	10 17 00	14 10 12	4001	
PSDMR	USA / USA	10 17 00	14 10 12	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
CSWM	USA	11 2A 00	14 25 00	4302	
AMP	USA	21 01 01	15 16 00	4030	
IPC	USA / USA	12 06 00	14 34 00	4705	
PTS	USA	0E 32 00	15 05 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 26 90	4420	
ACC	USA / USA	14 2A 01	15 23 02	4400	
RADIO		65	5671	000200000008	
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	15 08 00	4202	
RBSS	USA / USA	11 30 02	15 08 00	4202	
FFCM	USA / USA	11 06 00	15 0C 00	4102	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	15 07 00	4005	
HCP	USA	11 1F 04	0F 2D 00	4006	
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	14 0C 00	15 06 00	4300	
RCCC	USA	0F 1D 00	13 04 00	4000	
CVPM	USA / USA	11 27 01	14 0C 01	4004	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	0F 2D 00	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	
ABSO	USA	0E 15 02	14 1B 26	4201	
SGW		5	969	4103	
TBM2	USA	13 0E 02	14 2A 5F	4104	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	U0074	Dedicated Powertrain (D-PT) CAN Bus Off	Stored
PCM	U0594	Implausible Data Received From Hybrid Control Module	Active
PCM	U1820	Lost Communication With Antilock Brake Module (ABS) on D-PT CAN	Pending
ESM	U0074-00	Dedicated Powertrain (D-PT) CAN Bus Off-	Stored
ESM	U1853-00	Implausible Data Received from Hybrid Powertrain Control Processor on D-PT-	Stored

ORC	U0073-00	Hybrid/EV Bus Off-	Stored
HCP	P0513-00	Invalid SKIM Key-	Stored
HCP	P0A0A-00	High Voltage System Interlock Circuit "A"-	Stored
HCP	P1AED-00	MCPB High Voltage Battery Voltage Sensor Circuit Performance-	Active
HCP	U0073-00	Hybrid/EV Bus Off-	Stored
HCP	U0111-00	Lost Communication With Battery Energy Control Module-	Stored
HCP	U016B-00	Lost Communication With A/C Compressor "A" Control Module-	Pending
HCP	U0293-00	Lost Communication with Hybrid Control Module "A"-	Pending
HCP	U1814-00	OBCM Lost Communication with BPCM-	Pending
HCP	U1817-00	Lost Communication With Hybrid Powertrain Control Module on D-PT-	Stored
HCP	U1818-00	Lost Communication With ECM/PCM on D-PT CAN-	Stored
HCP	U1820-00	Lost Communication With Antilock Brake Module (ABS) on D-PT CAN-	Active
HCP	U1831-00	Lost Communication with ESM on D-PT-	Stored
ABSO	C0021-00	Brake Booster-	Active
TBM2	U0452-64	Implausible Data Received From Restraints Control Module-Signal Plausibility Failure	Stored

ENVIRONMENTAL DATA SUMMARY

PCM | U0074 | Stored | Dedicated Powertrain (D-PT) CAN Bus Off

NAME	VALUE	UNITS
Number of DTC	1	
DTC	C0 74	
DTC Readiness Flag	Not Complete	
DTC Storage State	Stored	
Warning Indicator Request State	On	
Odometer	7639.4	miles
Accumulation Timer	1	minutes
Ignition Key Cycles	0	
Starts Since Set Counter	0	
Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | U0594 | Active | Implausible Data Received From Hybrid Control Module

NAME	VALUE	UNITS
Number of DTC	1	
DTC	C5 94	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Odometer	7639.4	miles
Accumulation Timer	4	minutes
Ignition Key Cycles	0	
Starts Since Set Counter	0	

Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | U1820 | Pending | Lost Communication With Antilock Brake Module (ABS) on D-PT CAN

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

ESM | U0074-00 | Stored | Dedicated Powertrain (D-PT) CAN Bus Off-

NAME	VALUE	UNITS
DTC	C0 74 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	5	
Ignition Cycle Counter	1	
Ignition Status	Ignition Run	
Operating Voltage	12.6	Volts
Operation Time	13272	Min

ESM | U1853-00 | Stored | Implausible Data Received from Hybrid Powertrain Control Processor on D-PT-

NAME	VALUE	UNITS
DTC	D8 53 00	
Test Failed	False	
Test Failed This Operation Cycle	True	

Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
Ignition Status	Ignition Run	
Operating Voltage	12.6	Volts
Operation Time	13272	Min
Sub-Faults	D2	

ORC | U0073-00 | Stored | Hybrid/EV Bus Off-

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	True	
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	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Operation Cycle Counter	1	
DTC Extended Data Record Number - All	FF	

HCP | P0513-00 | Stored | Invalid SKIM Key-

NAME	VALUE	UNITS
DTC	05 13 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	

Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	17015478	sec
RAM stamps keyOn	105	sec
RAM Stamps	198	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	26	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
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	0	AMP
Motor B Resolver Angle	184	Degree
Motor A Resolver Angle	316	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	167.0	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	5	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	794	ms

HCP | P0A0A-00 | Stored | High Voltage System Interlock Circuit "A"-

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

Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
Real time clock	17015624	sec
RAM stamps keyOn	90	sec
RAM Stamps	200	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	78	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	186	Degree
Motor A Resolver Angle	316	Degree
Electric Motor A Speed	0.5	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	231	Volts

PIM DC Link Voltage - B	299	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	230.90	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	91.4	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	13.176	Volts
Battery Feed Voltage 2 Sense	13.176	Volts
Battery Feed Voltage 3 Sense	13.320	Volts
Hybrid System State	Determine Hybrid System State	
Inverter A IGBT Temperature for phase A	100	°F
Inverter A IGBT Temperature for phase B	100	°F
Inverter A IGBT Temperature for phase C	100	°F
Inverter B IGBT Temperature for phase A	100	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	100	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	7	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	275	ms

HCP | P1AED-00 | Active | MCPB High Voltage Battery Voltage Sensor Circuit Performance-

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

Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
PHEV Charging Status		
Engine Speed		rpm
HV Battery SOC		%
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Inverter B Input DC Current		AMP
Electric Motor B Speed		rpm
Commanded Inverter B State		
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Inverter B Status Feedback		
Motor B Phase U Short Fault - High-Side		
Motor B Phase U Cross Conduction Fault - High-Side		
Motor B Phase U Thermal Warning Fault - High-Side		
Motor B Phase U Thermal Shutdown Fault - High-Side		
Motor B Phase U Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase U SPI Error Fault - High-Side		
Motor B Phase U Hardware Error Fault - High-Side		
Motor B Phase U Short Fault - Low-Side		
Motor B Phase U Cross Conduction Fault - Low-Side		
Motor B Phase U Over Current Fault - Low-Side		
Motor B Phase U Thermal Warning Fault - Low-Side		
Motor B Phase U Thermal Shutdown Fault - Low-Side		
Motor B Phase U Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase U Comm Error Low Voltage Regulator Fault - Low-Side		

Motor B Phase U SPI Error Fault - Low-Side		
Motor B Phase U Hardware Error Fault - Low-Side		
Motor B Phase V Short Fault - High-Side		
Motor B Phase V Cross Conduction Fault - High-Side		
Motor B Phase V Over Current Fault - High-Side		
Motor B Phase V Thermal Warning Fault - High-Side		
Motor B Phase V Thermal Shutdown Fault - High-Side		
Motor B Phase V Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase V Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase V SPI Error Fault - High-Side		
Motor B Phase V Hardware Error Fault - High-Side		
Motor B Phase V Short Fault - Low-Side		
Motor B Phase V Cross Conduction Fault - Low-Side		
Motor B Phase V Over Current Fault - Low-Side		
Motor B Phase V Thermal Warning Fault - Low-Side		
Motor B Phase V Thermal Shutdown Fault - Low-Side		
Motor B Phase V Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase V Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase V SPI Error Fault - Low-Side		
Motor B Phase V Hardware Error Fault - Low-Side		
Motor B Phase W Short Fault - High-Side		
Motor B Phase W Cross Conduction Fault - High-Side		
Motor B Phase W Over Current Fault - High-Side		
Motor B Phase W Thermal Warning Fault - High-Side		
Motor B Phase W Comm Error High Voltage Regulator Fault - High-Side		
Motor B Phase W Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase W SPI Error Fault - High-Side		
Motor B Phase W Hardware Error Fault - High-Side		
Motor B Phase W Short Fault - Low-Side		
Motor B Phase W Cross Conduction Fault - Low-Side		
Motor B Phase W Over Current Fault - Low-Side		
Motor B Phase W Thermal Warning Fault - Low-Side		
Motor B Phase W Thermal Shutdown Fault - Low-Side		
Motor B Phase W Comm Error High Voltage Regulator Fault - Low-Side		
Motor B Phase W Comm Error Low Voltage Regulator Fault - Low-Side		
Motor B Phase W SPI Error Fault - Low-Side		
Motor B Phase W Hardware Error Fault - Low-Side		
Motor B Resolver Supply Voltage Value		Volts
Battery Feed Voltage 2 Sense		Volts
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Hybrid System State		

Actual Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor A Temp Sensor		°F
Outside Air Temperature		°F
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
EPT LOC Diag Enable		
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
Impact Event		
HCP System Shutdown Command		
Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
OBCM Operating Mode		
J1772 Prox Detected State		
HV Battery Sleep Time		Days
Motor B Phase U Over Current Fault - High-Side		
Motor B Phase U Over Voltage Fault VH - High-Side		
Motor B Phase U Under Voltage Fault VH - High-Side		
Motor B Phase U Over Voltage Fault VL - High-Side		
Motor B Phase U Under Voltage Fault VL - High-Side		
Motor B Phase U Over Voltage Fault VDD - High-Side		
Motor B Phase U Under Voltage Fault VDD - High-Side		
Motor B Phase U Comm Error Low Voltage Regulator Fault - High-Side		
Motor B Phase U Over Voltage Fault VH - Low-Side		

Motor B Phase U Under Voltage Fault VH - Low-Side		
Motor B Phase U Over Voltage Fault VL - Low-Side		
Motor B Phase U Under Voltage Fault VL - Low-Side		
Motor B Phase U Over Voltage Fault VDD - Low-Side		
Motor B Phase U Under Voltage Fault VDD - Low-Side		
Motor B Phase V Over Voltage Fault VH - High-Side		
Motor B Phase V Under Voltage Fault VH - High-Side		
Motor B Phase V Over Voltage Fault VL - High-Side		
Motor B Phase V Under Voltage Fault VL - High-Side		
Motor B Phase V Over Voltage Fault VDD - High-Side		
Motor B Phase V Under Voltage Fault VDD - High-Side		
Motor B Phase V Over Voltage Fault VH - Low-Side		
Motor B Phase V Under Voltage Fault VH - Low-Side		
Motor B Phase V Over Voltage Fault VL - Low-Side		
Motor B Phase V Under Voltage Fault VL - Low-Side		
Motor B Phase V Over Voltage Fault VDD - Low-Side		
Motor B Phase V Under Voltage Fault VDD - Low-Side		
Motor B Phase W Over Voltage Fault VH - High-Side		
Motor B Phase W Under Voltage Fault VH - High-Side		
Motor B Phase W Over Voltage Fault VL - High-Side		
Motor B Phase W Under Voltage Fault VL - High-Side		
Motor B Phase W Over Voltage Fault VDD - High-Side		
Motor B Phase W Under Voltage Fault VDD - High-Side		
Motor B Phase W Thermal Shutdown Fault - High-Side		
Motor B Phase W Over Voltage Fault VH - Low-Side		
Motor B Phase W Under Voltage Fault VH - Low-Side		
Motor B Phase W Over Voltage Fault VL - Low-Side		
Motor B Phase W Under Voltage Fault VL - Low-Side		
Motor B Phase W Over Voltage Fault VDD - Low-Side		
Motor B Phase W Under Voltage Fault VDD - Low-Side		
GPS Date - Year		Year
GPS Date - Month		
GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | U0073-00 | Stored | Hybrid/EV Bus Off-

NAME	VALUE	UNITS
DTC	C0 73 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	

Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	64	
Ignition Cycle Counter	0	
Real time clock	17015624	sec
RAM stamps keyOn	165	sec
RAM Stamps	201	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	78	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	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	184	Degree

Motor A Resolver Angle	332	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	91.4	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	100	°F
Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	8	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	544	ms

HCP | U0111-00 | Stored | Lost Communication With Battery Energy Control Module-

NAME	VALUE	UNITS
DTC	C1 11 00	
Test Failed	False	
Test Failed This Operation Cycle	True	

Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
Real time clock	17015624	sec
RAM stamps keyOn	150	sec
RAM Stamps	201	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	78	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP

Motor B Resolver Angle	184	Degree
Motor A Resolver Angle	332	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	91.4	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.744	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	100	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	100	°F
Inverter B IGBT Temperature for phase A	100	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	100	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	8	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	144	ms

HCP | U016B-00 | Pending | Lost Communication With A/C Compressor "A" Control Module-

NAME	VALUE	UNITS
DTC	C1 6B 00	
Test Failed	False	

Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
PHEV Charging Status		
Engine Speed		rpm
HV Battery SOC		%
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
A/C Refrigerant Pressure		PSI
Passive Pump Coolant Temp In Sensor		°F
Electric Coolant Heater Temp Sensor		°F
Heater Core Coolant Temp Sensor		°F
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
Outside Air Temperature		°F
Thermal System Enable State		
EAC Compressor Speed		rpm
High Temperature Shut-Off Valve Status		
Front Refrigerant Shut-Off Valve Status		
High Temp Cabin Valve Feedback		degrees
Chiller Shut-Off Valve Status		
Radiator Fan Duty Cycle		%
HV Coolant Heater - Measured Coolant Inlet Temp		°F
HV Coolant Heater - Measured Coolant Outlet Temp		°F
Low Temp Passive Pump - Temperature		°F
Low Temp Active Pump - Temperature		°F

Battery Feed Voltage 2 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
Hybrid System State		
Battery Feed Voltage 1 Sense		Volts
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor B Resolver Angle		Degree
CBC Wake-Up Input		
EPT LOC Diag Enable		
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
Impact Event		
HCP System Shutdown Command		
Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
OBCM Operating Mode		
J1772 Prox Detected State		
HV Battery Sleep Time		Days

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

HCP | U0293-00 | Pending | Lost Communication with Hybrid Control Module "A"-

NAME	VALUE	UNITS
DTC	C2 93 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number		
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
Engine Speed		rpm
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
HVIL Sense Input State		
No Charging Reasons		
Battery Feed Voltage 2 Sense		Volts
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
HCP ePT Wake-Up Output		
CBC Wake-Up Input		

Hybrid System State		
SW Build Release Version		
HCP SW Version		
EPT LOC Diag Enable		
CAN Overrun Counter		Number
Impact Event		
Outside Air Temperature		°F
Maximum Charge Current Allowed		Amps
Charge Current Available		AMP
OBCM Derating Reason		
OBCM Operating Mode		
HCP Commanded OBCM Mode		
J1772 Prox Detected State		
J1772 Pilot Detected State		
OBCM J1772 S2 Status		
HCP J1772 S2 Close Command		
OBCM Ready to Charge		
HCP Command to Enable Charging		
HCP Charging System Status		
HCP Charging Level		
HCP Charging System Fault		
HCP Charging Fault Reason		
HV Battery Contactor State		
DC Voltage Not Detected		
AC Voltage Detected		
HV Battery Actual Current		AMP
AC Voltage for Charging		Volts
AC Current During Charging		Amps
Maximum EVSE Current Available		AMP
HCP Charging Current Command		AMP
HCP Charging Voltage Command		Volts
DC Charging Current		Amps
OBCM Charging Voltage		Volts
OBCM Module A Max Temperature		°F
OBCM Module B Max Temperature		°F
OBCM Module A PCB Temperature		°F
OBCM Module B PCB Temperature		°F
OBCM Accumulated Charging Time		hrs
OBCM Charging Power		KW-Hrs
HV Battery Pump Current		AMP
Radiator Fan Command		%
HV Battery Inlet Temperature		°F
HV Battery Outlet Temperature		°F
HV Battery Min Cell Voltage		Volts

Max Cell Voltage		Volts
Min Cell Temperature		°F
Max Cell Temperature		°F
HV Battery Sleep Time		Days
HV Battery SOC		%
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Actual Torque - Motor A		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor B Resolver Angle		Degree
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
HCP System Shutdown Command		
PHEV Charging Status		
Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
GPS Date - Year		Year

GPS Date - Month

GPS Date - Day

Days

UTC Time - Hours

Hours

UTC Time - Minutes

UTC Time - Seconds

seconds

ECU Time - Milliseconds

ms

HCP | U1814-00 | Pending | OBCM Lost Communication with BPCM-

NAME	VALUE	UNITS
DTC	D8 14 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number		
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Ignition Cycle Counter		
Real time clock		sec
RAM stamps keyOn		sec
RAM Stamps		Min
Accelerator Pedal Position		%
Brake Switch Status		
Engine Speed		rpm
Ignition State		
PRND Position Display		
Propulsion System Active		
Vehicle Speed		MPH
Barometric Pressure		PSI
Engine Coolant Temperature		°F
HVIL Sense Input State		
No Charging Reasons		
Battery Feed Voltage 2 Sense		Volts
Internal EPS Voltage Sense A		Volts
Internal EPS Voltage Sense B		Volts
HCP ePT Wake-Up Output		
CBC Wake-Up Input		
Hybrid System State		

SW Build Release Version		
HCP SW Version		
EPT LOC Diag Enable		
CAN Overrun Counter		Number
Impact Event		
Outside Air Temperature		°F
Maximum Charge Current Allowed		Amps
Charge Current Available		AMP
OBCM Derating Reason		
OBCM Operating Mode		
HCP Commanded OBCM Mode		
J1772 Prox Detected State		
J1772 Pilot Detected State		
OBCM J1772 S2 Status		
HCP J1772 S2 Close Command		
OBCM Ready to Charge		
HCP Command to Enable Charging		
HCP Charging System Status		
HCP Charging Level		
HCP Charging System Fault		
HCP Charging Fault Reason		
HV Battery Contactor State		
DC Voltage Not Detected		
AC Voltage Detected		
HV Battery Actual Current		AMP
AC Voltage for Charging		Volts
AC Current During Charging		Amps
Maximum EVSE Current Available		AMP
HCP Charging Current Command		AMP
HCP Charging Voltage Command		Volts
DC Charging Current		Amps
OBCM Charging Voltage		Volts
OBCM Module A Max Temperature		°F
OBCM Module B Max Temperature		°F
OBCM Module A PCB Temperature		°F
OBCM Module B PCB Temperature		°F
OBCM Accumulated Charging Time		hrs
OBCM Charging Power		KW-Hrs
HV Battery Pump Current		AMP
Radiator Fan Command		%
HV Battery Inlet Temperature		°F
HV Battery Outlet Temperature		°F
HV Battery Min Cell Voltage		Volts
Max Cell Voltage		Volts

Min Cell Temperature		°F
Max Cell Temperature		°F
HV Battery Sleep Time		Days
HV Battery SOC		%
Battery Feed Voltage 1 Sense		Volts
Battery Feed Voltage 3 Sense		Volts
Actual Torque - Motor A		Ft-Lbs
Actual Torque - Motor B		Ft-Lbs
Available Motor Torque - Motor A		Ft-Lbs
Available Motor Torque - Motor B		Ft-Lbs
Available Regen Torque - Motor A		Ft-Lbs
Available Regen Torque - Motor B		Ft-Lbs
Commanded Torque - Motor A		Ft-Lbs
Commanded Torque - Motor B		Ft-Lbs
Motor A - Inverter Current - phase A		AMP
Motor A - Inverter Current - phase B		AMP
Motor A - Inverter Current - phase C		AMP
Motor B - Inverter Current - phase A		AMP
Motor B - Inverter Current - phase B		AMP
Motor B - Inverter Current - phase C		AMP
Motor A Resolver Angle		Degree
Motor B Resolver Angle		Degree
Motor A Temp Sensor		°F
Motor B Temp Sensor		°F
HV Contactor Status		
HV Battery Voltage from BPCM		Volts
Electric Motor A Speed		rpm
Electric Motor B Speed		rpm
PIM DC Link Voltage - A		Volts
PIM DC Link Voltage - B		Volts
Inverter A IGBT Temperature for phase A		°F
Inverter A IGBT Temperature for phase B		°F
Inverter A IGBT Temperature for phase C		°F
Inverter B IGBT Temperature for phase A		°F
Inverter B IGBT Temperature for phase B		°F
Inverter B IGBT Temperature for phase C		°F
APM Status		
HCP System Shutdown Command		
PHEV Charging Status		
Distance Travelled with Light ON		miles
Motor A Torque		Ft-Lbs
Motor B Torque		Ft-Lbs
GPS Date - Year		Year
GPS Date - Month		

GPS Date - Day		Days
UTC Time - Hours		Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

HCP | U1817-00 | Stored | Lost Communication With Hybrid Powertrain Control Module on D-PT-

NAME	VALUE	UNITS
DTC	D8 17 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	12	
Ignition Cycle Counter	0	
Real time clock	17015572	sec
RAM stamps keyOn	30	sec
RAM Stamps	199	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	79	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	97	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs

Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	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
Motor B Resolver Angle	186	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.5	rpm
Electric Motor B Speed	1.0	rpm
PIM DC Link Voltage - A	376	Volts
PIM DC Link Voltage - B	375	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	375.60	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	13.536	Volts
Battery Feed Voltage 2 Sense	13.536	Volts
Battery Feed Voltage 3 Sense	13.536	Volts
Hybrid System State	Inverters Enabled	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	100	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year

GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	6	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	237	ms

HCP | U1818-00 | Stored | Lost Communication With ECM/PCM on D-PT CAN-

NAME	VALUE	UNITS
DTC	D8 18 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	8	
Ignition Cycle Counter	0	
Real time clock	17015624	sec
RAM stamps keyOn	150	sec
RAM Stamps	201	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	78	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs

Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	184	Degree
Motor A Resolver Angle	332	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	91.4	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.744	Volts
Battery Feed Voltage 3 Sense	12.816	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	100	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	100	°F
Inverter B IGBT Temperature for phase A	100	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	100	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles

GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	8	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	144	ms

HCP | U1820-00 | Active | Lost Communication With Antilock Brake Module (ABS) on D-PT CAN-

NAME	VALUE	UNITS
DTC	D8 20 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	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	17015478	sec
RAM stamps keyOn	120	sec
RAM Stamps	199	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	26	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	176	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs

Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.301	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.301	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	0	AMP
Motor B Resolver Angle	184	Degree
Motor A Resolver Angle	316	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP___	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	167.0	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.744	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F
PHEV Charging Status	No Charging	

Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	5	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	870	ms

HCP | U1831-00 | Stored | Lost Communication with ESM on D-PT-

NAME	VALUE	UNITS
DTC	D8 31 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	17015714	sec
RAM stamps keyOn	165	sec
RAM Stamps	201	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	78	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	108	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	97	°F
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs

Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	184	Degree
Motor A Resolver Angle	332	Degree
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	6	Volts
PIM DC Link Voltage - B	7	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	180.00	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	12.672	Volts
Battery Feed Voltage 2 Sense	12.672	Volts
Battery Feed Voltage 3 Sense	12.600	Volts
Hybrid System State	SNA	
Inverter A IGBT Temperature for phase A	102	°F
Inverter A IGBT Temperature for phase B	102	°F
Inverter A IGBT Temperature for phase C	102	°F
Inverter B IGBT Temperature for phase A	102	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	102	°F

PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	17	Hours
UTC Time - Minutes	8	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	868	ms

ABSO | C0021-00 | Active | Brake Booster-

NAME	VALUE	UNITS
DTC	40 21 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	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Fault Time	13107.00	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	OK	
Supply Voltage Valves	12.6	V
Brake Pedal Status	Released	
Supply voltage Pump	12.6	V
Brake Pedal Travel Sensor Position	0	%
Ignition Unfiltered	12.6	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	

Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	0.00	°
Longitudinal Acceleration	0.00	m/s^2
Lateral Acceleration	0.00	m/s^2
Yaw Rate	0.000	°/s
Primary Circuit Pressure	0.00	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	No	
BLS Low	Yes	
Park Brake	Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	P	
Transmission selector lever setting	P	
Status Parking Brake Left	Brake is Fully Applied	
Status Parking Brake Right	Brake is Fully Applied	
EPB Switch Status	Idle	
Supplier Internal Code	583	

TBM2 | U0452-64 | Stored | Implausible Data Received From Restraints Control Module-Signal Plausibility Failure

NAME	VALUE	UNITS
DTC	C4 52 64	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	

DTC Extended Data Record Number - All	01	
Frequency Counter	1	

SNAPSHOT DATA SUMMARY

- No Snapshot Data available for U0074
- No Snapshot Data available for U0594
- No Snapshot Data available for U1820
- No Snapshot Data available for U0074-00
- No Snapshot Data available for U1853-00
- No Snapshot Data available for U0073-00
- No Snapshot Data available for P0513-00
- No Snapshot Data available for P0A0A-00
- No Snapshot Data available for P1AED-00
- No Snapshot Data available for U0073-00
- No Snapshot Data available for U0111-00
- No Snapshot Data available for U016B-00
- No Snapshot Data available for U0293-00
- No Snapshot Data available for U1814-00
- No Snapshot Data available for U1817-00
- No Snapshot Data available for U1818-00
- No Snapshot Data available for U1820-00
- No Snapshot Data available for U1831-00
- No Snapshot Data available for C0021-00
- No Snapshot Data available for U0452-64



VEHICLE SCAN REPORT

Vehicle 2021 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 7650.1 miles
Publication Date May 31, 2022, 11:55:20 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	68499122AF	[REDACTED]	[REDACTED]	68499122AF
PLGM	Power Liftgate	CAN-I	68466171AI			68466171AI
ICS	Integrated Center Stack	CAN-I	7AS341X8AA			7AS341X8AA
RFH	Radio Frequency Hub	CAN-C	68500152AA			68500152AA
ESM	Electronic Shifter	CAN-C	68240089AN			68240089AN
ORC	Occupant Restraint	CAN-C	68526665AB			68526665AB
EPS	Electric Power Steering	CAN-C	68460392AA			68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68493454AE			68493454AE
DDM	Driver Door Module	CAN-I	68496463AB			68496463AB
PDM	Passenger Door Module	CAN-I	68496462AB			68496462AB
DMRL	Door Module Rear Left	CAN-I	68508894AB			68508894AB
DMRR	Door Module Rear Right	CAN-I	68508894AB			68508894AB
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AD			68369596AD
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AD			68369596AD
MSM	Memory Seat Module	CAN-I	68321862AC			68321862AC
CSWM	Comfort Seat Wheel Module	CAN-I	68517011AB			68517011AB
AMP	Amplifier	CAN-I	68549088AA			68549088AA
IPC	Instrument Panel Cluster	CAN-C	68434960AF			68434960AF
PTS	Parktronics	CAN-C	68485862AB			68485862AB
SCCM	Steering Column Control Module	CAN-C	68531525AA			68531525AA
BCM	Body Controller	CAN-C	68491085AG			68491085AG

ACC	Adaptive Cruise Control	CAN-C	68540436AC		68540436AC
RADIO	Radio	CAN-I	68465292AE		68465292AE
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	04672786AC		04672786AC
RBSS	Right Blind Spot Sensor	CAN-I	04672786AC		04672786AC
FFCM	Forward Facing Camera Module	CAN-C	68551091AA		68551091AA
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193183AF		05193183AF
HCP	Hybrid Control Processor	CAN-C	05185116AJ		05185116AJ
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC		68321862AC
DSM	Display Screen Module	CAN-I	68438382AF		68438382AF
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
CVPM	Central vision processing module	CAN-I	56029920AB		56029920AB
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05185117AH		05185117AH
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68471122AD		68471122AD
SGW	Security Gateway Module	CAN-C	68488429AB		68488429AB
TBM2	Telematic Box Module 2	CAN-C	68444865AH		68444865AH

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	75 02 00	4422	
PLGM	USA	0	5084	000200000031	
ICS	USA	0F 0C 00	13 31 01	4700	
RFH	USA / USA	10 17 00	13 26 00	4A00	
ESM	USA / USA	13 02 00	14 23 FF	4402	
ORC	USA / USA	14 06 00	14 12 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	

HVAC	USA	0E 09 00	14 2F 01	4401	
DDM	USA	11 07 00	14 07 00	4202	
PDM	USA	11 07 00	14 07 00	4202	
DMRL	USA / USA	10 0B 00	14 08 00	4201	
DMRR	USA / USA	10 0B 00	14 08 00	4201	
PSDML	USA / USA	10 17 00	14 10 12	4001	
PSDMR	USA / USA	10 17 00	14 10 12	4001	
MSM	USA	0F 2B 00	10 27 03	4101	
CSWM	USA	11 2A 00	14 25 00	4302	
AMP	USA	21 01 01	15 16 00	4030	
IPC	USA / USA	12 06 00	14 34 00	4705	
PTS	USA	0E 32 00	15 05 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 26 90	4420	
ACC	USA / USA	14 2A 01	15 23 02	4400	
RADIO		65	5671	000200000008	
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	15 08 00	4202	
RBSS	USA / USA	11 30 02	15 08 00	4202	
FFCM	USA / USA	11 06 00	15 0C 00	4102	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM		0E 03 00	15 07 00	4005	
HCP	USA	11 1F 04	0F 2D 00	4006	
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	USA	0F 2B 00	10 27 03	4001	
DSM	USA / USA	14 0C 00	15 06 00	4300	
RCCC	USA	0F 1D 00	13 04 00	4000	
CVPM	USA / USA	11 27 01	14 0C 01	4004	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	0F 2D 00	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	
ABSO	USA	0E 15 02	14 1B 26	4201	
SGW		5	969	4103	
TBM2	USA	13 0E 02	14 2A 5F	4104	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	U0594	Implausible Data Received From Hybrid Control Module	Active
PCM	U1852	Implausible Data Received from ABS on D-PT	Active
ACC	C2225-00	PCM Disabled ECU-	Active
BPCM	U0100-00	Lost Communication With ECM/PCM "A"-	Stored
HCP	U1818-00	Lost Communication With ECM/PCM on D-PT CAN-	Stored

HCP	U1852-00	Implausible Data Received from ABS on D-PT-	Active
ABSO	C0021-00	Brake Booster-	Active

ENVIRONMENTAL DATA SUMMARY

PCM | U0594 | Active | Implausible Data Received From Hybrid Control Module

NAME	VALUE	UNITS
Number of DTC	1	
DTC	C5 94	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Odometer	7639.4	miles
Accumulation Timer	0	minutes
Ignition Key Cycles	0	
Starts Since Set Counter	0	
Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

PCM | U1852 | Active | Implausible Data Received from ABS on D-PT

NAME	VALUE	UNITS
Number of DTC	1	
DTC	D8 52	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Odometer	7639.4	miles
Accumulation Timer	0	minutes
Ignition Key Cycles	0	
Starts Since Set Counter	0	
Key Cycles Since DTC Last Set Counter	0	
Warm Up Cycles	0	
Good Trip Counter	0	

ACC | C2225-00 | Active | PCM Disabled ECU-

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

Warning Indicator Requested	True	
Occurrence flag		
Original Odometer Value		miles
Most Recent Odometer Value		miles
Frequency Counter		
Operation Cycle Counter		
Vehicle Speed		MPH
Engine RPM		rpm
ACC Set Speed		MPH
Object of Interest Distance		FEET
Engine Torque Request		Ft-Lbs
PRNDL Status		
Ignition Voltage		
System Voltage		Volts

BPCM | U0100-00 | Stored | Lost Communication With ECM/PCM "A"-

NAME	VALUE	UNITS
DTC	C1 00 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	ERROR	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles
Frequency Counter	1	
Ignition Cycle Counter	1	
FoM - for this DTC (lifetime fails)	30	events
FoM - for this DTC (lifetime fails counts on pass)	0.0000	seconds
FoM - for this DTC (lifetime longest fail on pass)	0.000	seconds
Battery Total Time Awake	17014880	seconds
Key in Ignition	Key_Def	
Key Position	Ign_ Run	
EPT -WakeUp	Sourced	
HCP Contactor Command	Closed	
Qualified Contactor Command - QCC	Closed	
Verified Contactor Command - VCC	Closed Restricted	
Contactor Status	Closed	
Plug in Status	Not plugged in	
ChargingLevel	Plug in, but no charge	

Balance Mode	False	
Battery in Periodic wake up (Just battery) at time of Fault	False	
Battery in Periodic wake up (Wake up vehicle) at time of Fault	False	
Vehicle mileage at time of fault (ODO signal in \$3D2)	7650.00	miles
Battery Lifetime Miles	A5E174	miles
Vehicle Speed	0.0	MPH
System (12) Volts at time of fault	14.380	Volts
Battery Lifetime AmpHrs of Charge	2726.1	AHr
Battery Lifetime AmpHrs of DisCharge	2703.9	AHr
SOC at time of Fault	76.9	%
Power Up SOC at time of Fault	79.2	%
HVIL Status -Vehicle	PASS	
HVIL Status - Battery pack	PASS	
HVIL PWM Duty Cycle - Vehicle	50.2	%
HVIL PWM Frequency - Vehicle	87.9	Hz
HVIL PWM peak voltage Sourced - Vehicle	13.109	Volts
HVIL PWM peak voltage Sensed - Vehicle	13.068	Volts
HVIL Source Voltage- Battery	1.392	Volts
HVIL Returned current - Battery	30.70	mA
HV Battery Current Sensor 1 Hall High	2.10	Amps
HV Battery Current Sensor 2 Hall Low	2.80	Amps
HV Battery Current HVBatCrnt	2.80	Amps
HV Cooling Speed Pump 1 Target	0	rpm
HV Cooling Speed pump 1 Speed	0	rpm
Charge indicator Temp	82	°F
BPCM temperature max	90	°F
BPCM temperature min	88	°F
Pump - Wire Open\Short to Gnd	PASS	
Pump - Dry Run Detection	PASS	
Pump - Overcurrent	PASS	
Pump - Overtemperature	PASS	
Pump - Switch Power Shorted	PASS	
Isolation Circuitry Va	2.497	Volts
Isolation Circuitry Vb	2.501	Volts
Isolation Circuitry Vd	0.000	Volts
WC and Circuitry 2.5V Reference Voltage	2.501	Volts
WC and Circuitry Vcc Voltage	5.046	Volts
WC and CircuitryISO 8V Reference Voltage	7.971	Volts
WC and Circuitry Weld Contactor Sensor G (Pack Negative) Voltage	-0.2	Volts
CVTN COMP ERR H	Latched	
CVTN COMP ERR L	Active	
CVTN COMP FLT H	Normal	
CVTN COMP FLT L	Normal	
CVTN EDGE ERR H	Normal	

CVTN EDGE ERR L	Normal	
CVTN ABORT H	Normal	
CVTN ABORT L	Normal	
CVTN CRC FAULT H	Normal	
CVTN CRC FAULT L	Normal	
CVTN FRAM ERR	Normal	
CVTN STOP ERR	Normal	
CVTN STK FAULT ERR	Active	
CVTN SYS RESET	Normal	
CVTN COMM TIMEOUT	Active	
CVTN VDIG WAKE FAULT	Normal	
CVTN INT TEMP FAULT	Normal	
CVTN VDIG FAULT	Normal	
CVTN VM FAULT	Normal	
CVTN VP FAULT	Normal	
CVTN VP CLAMP	Normal	
CVTN FACT CKSUM ERR	Normal	
CVTN ANALOG FAULT ERR	Normal	
CVTN HREF FAULT	SNA	
CVTN HREF GND FAULT	Normal	
CVTN ADC CAL ERR	Active	
CVTN CUST ECC COR	Normal	
CVTN CUST ECC ERR	SNA	
CVTN FACT ECC COR	SNA	
CVTN ACT ECC ERR	SNA	
Cycles left to self heal	40	No Unit
Fault trigger level 1	False	
Fault trigger level 2	False	
Fault trigger level 3	False	
Fault Path	01	
HV Battery Charge Power 2sec	103626	watts
HV Battery Charge Power 10sec	100233	watts
HV Battery Discharge Power 2sec	103542	watts
HV Battery Discharge Power 10sec	101424	watts
HV Battery Power	00759A	watts
Key - DriveRdy (CAN)	True	
Battery Lifetime Number Of Closes	677	
Battery Full AmpHr Capacity	50	AmpHrs
Cell Impedance Max Discharge	0	mOhms
Cell Impedance Mim Discharge	0	mOhms
Battery Cell Voltage Maximum	3923	mV
Battery Cell Voltage Minimum	3909	mV
Battery Cell Voltage Average	3914	mV
Battery Cell Highest Cell number	82	

Battery Cell Lowest Cell number	75	
HV Battery Voltage (cell sum)	375.70	Volts
HV Battery Voltage (Module Sum)	375.50	Volts
HV Sensor A Pack Voltage	375.90	Volts
HV Sensor B Bus\Link (Pre-Fuse) Voltage	375.70	Volts
HV Sensor C OBCM (HVOBC Fuse) Voltage	375.90	Volts
HV Sensor D Heater (HVHTR Fuse) Voltage	375.70	Volts
HV Sensor G Weld Contactor(Pack Negative) Voltage	-0.2	Volts
Battery Temperature Maximum Module	90	°F
Battery Temperature Minimum Module	88	°F
Battery Temperature Average Module	90	°F
Battery Temperature Highest Sensor number	09	
Battery Temperature Lowest Sensor number	01	
Battery Temperature Number of Failing Sensors	00	
HV Cooling Pump Relay Drive	Not Sourced	
HV Cooling Battery coolant inlet temp	88	°F
HV Cooling Battery coolant outlet temp	88	°F
HV Cooling OBCM temp inlet Temp	99	°F
Pump - Battery Coolant Level Low	False	
Isolation Vehicle Diagnostic Status	Run and Passed	
Isolation Vehicle Impedance	7.3803	Mega Ohms
Isolation Battery Diagnostic Status	Run and Passed	
Isolation Battery Impedance	0.8480	Mega Ohms
CVTN CUST CKSUM ERR	Normal	

HCP | U1818-00 | Stored | Lost Communication With ECM/PCM on D-PT CAN-

NAME	VALUE	UNITS
DTC	D8 18 00	
Test Failed	False	
Test Failed This Operation Cycle	True	
Pending DTC	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Occurrence	
Original Odometer Value	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	2	
Ignition Cycle Counter	0	
Real time clock	17014880	sec
RAM stamps keyOn	765	sec
RAM Stamps	188	Min

Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	77	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	97	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	232.393	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-232.393	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	0	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-4	AMP
Motor B - Inverter Current - phase A	-4	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor B Resolver Angle	190	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.5	rpm
Electric Motor B Speed	1.0	rpm
PIM DC Link Voltage - A	376	Volts
PIM DC Link Voltage - B	376	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	375.80	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	

APM Status	Buck CV	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.184	Volts
Battery Feed Voltage 2 Sense	14.184	Volts
Battery Feed Voltage 3 Sense	14.184	Volts
Hybrid System State	Inverters Enabled	
Inverter A IGBT Temperature for phase A	99	°F
Inverter A IGBT Temperature for phase B	99	°F
Inverter A IGBT Temperature for phase C	99	°F
Inverter B IGBT Temperature for phase A	99	°F
Inverter B IGBT Temperature for phase B	99	°F
Inverter B IGBT Temperature for phase C	99	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	16	Hours
UTC Time - Minutes	54	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	269	ms

HCP | U1852-00 | Active | Implausible Data Received from ABS on D-PT-

NAME	VALUE	UNITS
DTC	D8 52 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	7650.1	miles
Most Recent Odometer Value	7650.1	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	17014870	sec
RAM stamps keyOn	765	sec

RAM Stamps	188	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
Engine Speed	0	rpm
HV Battery SOC	77	%
Ignition State	Reserved	
PRND Position Display	P	
Propulsion System Active	False	
Vehicle Speed	0.0000	MPH
Motor A Temp Sensor	106	°F
Motor B Temp Sensor	109	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	97	°F
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	0.000	Ft-Lbs
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	116.150	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Available Regen Torque - Motor B	-116.150	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	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	190	Degree
Motor A Resolver Angle	314	Degree
Electric Motor A Speed	0.5	rpm
Electric Motor B Speed	1.0	rpm
PIM DC Link Voltage - A	376	Volts
PIM DC Link Voltage - B	376	Volts
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
HCP System Shutdown Command	Default	
HV Battery Voltage from BPCM	375.80	Volts
SW Build Release Version	PIM_21B_2109A0_RU_HCP__	
HCP SW Version	21B	
EPT LOC Diag Enable	Enable LOC Diagnostic	

HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
Outside Air Temperature	93.2	°F
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Battery Feed Voltage 1 Sense	14.184	Volts
Battery Feed Voltage 2 Sense	14.184	Volts
Battery Feed Voltage 3 Sense	14.184	Volts
Hybrid System State	Inverters Enabled	
Inverter A IGBT Temperature for phase A	99	°F
Inverter A IGBT Temperature for phase B	99	°F
Inverter A IGBT Temperature for phase C	99	°F
Inverter B IGBT Temperature for phase A	99	°F
Inverter B IGBT Temperature for phase B	99	°F
Inverter B IGBT Temperature for phase C	99	°F
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
GPS Date - Year	2022	Year
GPS Date - Month	5	
GPS Date - Day	31	Days
UTC Time - Hours	16	Hours
UTC Time - Minutes	54	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	444	ms

ABS0 | C0021-00 | Active | Brake Booster-

NAME	VALUE	UNITS
DTC	40 21 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	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	7645	miles
Most Recent Odometer Value	7645	miles

Frequency Counter	1	
Ignition Cycle Counter	0	
Fault Time	759.20	S
Current System Mode	Ignition Run	
Previous System Mode	Ignition Run	
System Condition	OK	
Supply Voltage Valves	14.1	V
Brake Pedal Status	Released	
Supply voltage Pump	14.2	V
Brake Pedal Travel Sensor Position	0	%
Ignition Unfiltered	14.2	V
Wheel Speed Left Front	0.000	MPH
Rotation Direction Left Front	Forward	
Wheel Speed Right Front	0.000	MPH
Rotation Direction Right Front	Forward	
Wheel Speed Left Rear	0.000	MPH
Rotation Direction Left Rear	Forward	
Wheel Speed Right Rear	0.000	MPH
Rotation Direction Right Rear	Forward	
Steering Wheel Angle	0.00	°
Longitudinal Acceleration	0.00	m/s^2
Lateral Acceleration	-0.22	m/s^2
Yaw Rate	0.000	°/s
Primary Circuit Pressure	0.00	PSI
Engine Speed	0.0	rpm
Accelerator Pedal Position	0.0	%
ABS control	Not active	
ASR control	Not active	
MSR control	Not active	
EBV control	Not active	
ESP Control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
EPB Mode Status	Static	
BLS High	No	
BLS Low	Yes	
Park Brake	Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	P	

Transmission selector lever setting	P	
Status Parking Brake Left	Brake is Fully Applied	
Status Parking Brake Right	Brake is Fully Applied	
EPB Switch Status	Idle	
Supplier Internal Code	583	

SNAPSHOT DATA SUMMARY

No Snapshot Data available for U0594

No Snapshot Data available for U1852

No Snapshot Data available for C2225-00

No Snapshot Data available for U0100-00

No Snapshot Data available for U1818-00

No Snapshot Data available for U1852-00

No Snapshot Data available for C0021-00