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|----------------------------------------------|----------|---------|
| Open Loop due to Driving Conditions - Bank 2 | False | |
| Open Loop - Bank 2 | False | |
| Closed Loop - Bank 2 | True | |
| Open Loop with DTC - Bank 2 | False | |
| Closed Loop with DTC - Bank 2 | False | |
| MAP | 6 | psi |
| MAP Voltage | 1.78 | Volts |
| Calculated MAP | 6.2 | psi |
| Vacuum | 16.99 | in Hg |
| Barometric Pressure | 15 | psi |
| Engine Load | 34.5 | % |
| TPS 1 Voltage | 0.7064 | Volts |
| TPS 2 Voltage | 4.2907 | Volts |
| APP Pedal Percent | 0.0 | % |
| APP 1 Voltage | 0.9043 | Volts |
| APP 2 Voltage | 0.4546 | Volts |
| Throttle Flow Adaptive | -0.41 | g/s |
| Throttle Flow Multiplicative Adaptive | -0.00020 | |
| ETC Motor Directional Duty Cycle | -13.4 | %DC |
| ETC Motor Duty Cycle | 13.4 | %DC |
| Potential Torque | 73.98 | Ft-Lbs |
| Actual Torque | -4.25 | Ft-Lbs |
| Short Term Fuel Trim - Bank 1 | -9.4 | % |
| Long Term Fuel Trim - Bank 1 | 0.0 | % |
| Short Term Fuel Trim - Bank 2 | -7.0 | % |
| Long Term Fuel Trim - Bank 2 | 0.0 | % |
| Current Adaptive Cell ID | 18 | |
| Ignition Run/Start Switch | On | |
| H-Bridge Circuit | Enable | |
| Engine RPM | 1041.0 | rpm |
| Purge Duty Cycle | 0.0 | % |
| Purge Solenoid Current | 0.977 | mA |
| Spark Advance | 11.0 | degrees |
| Battery Voltage | 14.021 | Volts |
| Engine Coolant Temperature | 70 | °F |
| Intake Air Temperature | 41 | °F |
| Ambient Air Temperature | 34 | °F |