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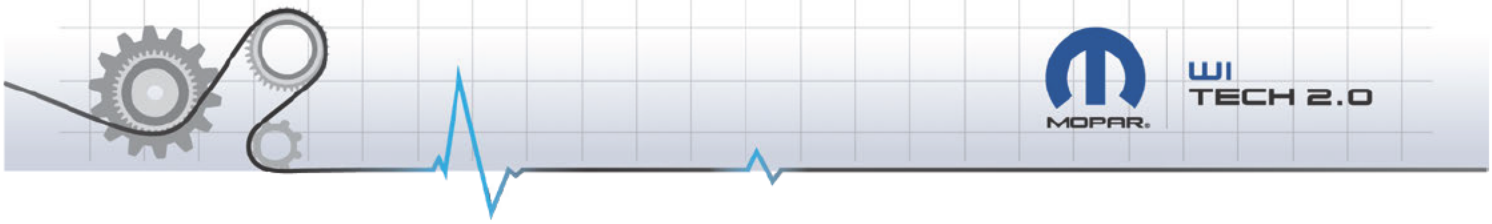


CONFIGURATION REPORT

Vehicle 2021 JEEP WRANGLER(PHEV) 2.0L I4 DOHC DI TURBO PHEV ENGINE
VIN [redacted]

Odometer 10335.6 miles
Publication Date Mar 30, 2022, 11:36:44 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
TCM	Transmission Control Module	CAN-C	68478030AL	[redacted]		68478030AL
PCM	Powertrain Control Module	CAN-C	68477593AL			68477593AL
ICS	Integrated Center Stack	CAN-I	6SX94DX9AD			6SX94DX9AD
TPM	Tire Pressure Monitor	CAN-C	68411061AE			68411061AE
RFH	Radio Frequency Hub	CAN-C	68449371AC			68449371AC
ESM	Electronic Shifter	CAN-C	04670716AC			04670716AC
DTCM	Drive Train Control Module	CAN-C	68443547AE			68443547AE
ORC	Occupant Restraint	CAN-C	68437715AC			68437715AC
EPS	Electric Power Steering	CAN-C	68529427AB			68529427AB
HVAC	Heat, Ventilation and A/C	CAN-I	68496562AC			68496562AC
CSWM	Comfort Seat Wheel Module	CAN-I	68510873AA			68510873AA
PTCM	Power Top Control Module	CAN-I	68371772AB			68371772AB
AMP	Amplifier	CAN-I	68434945AB			68434945AB
IPC	Instrument Panel Cluster	CAN-C	68499481AD			68499481AD
PTS	Parktronics	CAN-C	68441031AC			68441031AC
SCCM	Steering Column Control Module	CAN-C	68526258AA			68526258AA
BCM	Body Controller	CAN-C	68496169AD			68496168AD
RADIO	Radio	CAN-I	68472587AI			68472587AI
OCM	Occupant Classification	CAN-C	68403128AA			68403128AA

LBSS	Left Blind Spot Sensor	CAN-I	68454896AA	[redacted]	68454896AA
RBSS	Right Blind Spot Sensor	CAN-I	68454896AA		68454896AA
BPCM	Battery Pack Control Module	CAN-C	05193168AF		05193168AF
HCP	Hybrid Control Processor	CAN-C	68451035AP		68451035AP
AHCP	Auxiliary Hybrid Control Processor	CAN-C	68498791AP		68498791AP
ABSO	Anti Lock Brakes OBD	CAN-C	68395967AM		68395967AM
SGW	Security Gateway Module	CAN-C	68488416AB		68488416AB
DPDM	Driver Presence Detection Module	CAN-C	68403129AA		68403129AA
IDCM	Integrated Dual Charge Module	CAN-C	05185035AM		05185035AM

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
TCM	USA / USA	13 05 0E	15 06 00	4700	95149260
PCM	USA	1D 47	21 16 01	4928	381F3C84
ICS	USA	10 1E 00	14 13 00	4802	
TPM	USA	0E 23 00	13 09 05	4110	
RFH	USA / USA	10 31 00	14 1C 00	4603	
ESM	USA	13 0C 00	12 2A 00	4322	
DTCM	USA	11 22 00	14 27 01	4501	
ORC	USA	12 23 00	13 04 01	4501	
EPS	USA	10 13 00	14 24 DC	4005	
HVAC	USA	13 20 00	14 18 01	4420	
CSWM	USA	10 2B 00	14 08 00	4202	
PTCM	USA	11 1A 21	12 12 60	4101	
AMP	USA	18 2E 01	14 0D 00	4030	
IPC	USA	17 17 01	14 24 01	4805	
PTS	USA	10 32 01	13 24 03	4401	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 1D 50	4625	
RADIO	USA	15 12 14	15 12 14	8205	
OCM	USA	11 31 01	11 07 04	4060	
LBSS	USA	11 23 01	12 25 00	4204	
RBSS	USA	11 23 01	12 25 00	4204	
BPCM	Rest of world / ROW	13 0C 04	14 28 46	5700	3C34C4BA
HCP	USA	14 26 03	15 0B 01	5403	E3A3221C 0110E996 00000000
AHCP	USA	14 26 03	14 06 01	5600	
ABSO	USA	15 02 00	15 02 02	4300	1C5C3234

SGW		5	955	4103	
DPDM	USA	11 31 01	11 0F 04	4510	
IDCM	USA	14 1D 00	14 32 00	4000	

CONFIGURATION

TCM CONFIGURATION

NAME	VALUE	UNITS
ERS/Autostick/Tip Non-paddle on Shifter in D position equipped	False	
4WD with switchable Lo Range equipped	False	
FWD Equipped	False	
Short Learn Enabled	False	
ERS/Autostick/Tip Non-paddle on Shifter in A or M position equipped	False	
ERS/Autostick/Tip Non-paddle on Steering Wheel equipped	True	
Shifter with Sport Mode Position Equipped	False	
Overdrive Off or Tow Haul Mode Switch or Virtual Switch (Non-Terrain) Equipped	False	
ECO/Optimizer Switch Equipped	False	
Engine Start/Stop equipped	False	
Sport Mode Switch or Virtual Switch (Non-Terrain) Equipped	False	
Shifter with Low Mode Position Equipped	False	
Autostick/ERS On/Off Switch Equipped	False	
Paddle-Shift Switches Equipped	False	
RWD Equipped	False	
Long Learn Enabled	False	
AWD Equipped	False	
Polystable E-shift (Cableless without return-to-center) equipped	False	

PCM CONFIGURATION

NAME	VALUE	UNITS
Active Exhaust Pressure Sensor Equipped	False	
Secondary Mass Airflow Sensor Equipped	False	
Active Exhaust Valve(s) Equipped	False	
Electronic Parking Brake Equipped	False	
Aux Coolant Pump Heater Equipped	False	
Heater Temp Control Valve Equipped	False	
Wastegate HBridge Equipped	True	
Mechanical Coolant Pump Equipped	False	
High Side Port Tumble Valve Equipped	False	
Cooled EGR Equipped	True	
Auxillary Coolant Pump Equipped	True	
Supercharger Equipped	False	
HPT 6-Speed Trans Equipped	False	
Hybrid MEC Shifter Equipped	False	
ZF 9-Speed Trans Equipped	False	
CNG Large Gas Tank Equipped	False	

PTO System Equipped	False	
Dual Alternator Gen1 Capable	False	
Engine Idle Shutoff Equipped	False	
Low Temp Radiator Coolant Pump Equipped	False	
Dual Fuel Tank Equipped	False	
A/C Relay Powered from Engine Switched Battery	False	
Engine Oil Pressure Sensor Type	255	None
2.0 Liter I4 Direct Injection Engine	True	
Coolant On-Off Pump Equipped	Equipped	
1.0 Liter I3 Engine	False	
Variable Valve Lift Equipped	Not Equipped	
Primary Lin Alternator Equipped	Not Equipped	
Active Exhaust Pressure Sensor Equipped	False	
Exhaust Cam 1 Equipped	True	
Active Exhaust Valve Equipped	False	
Linear PWM Fan Relay System Equipped	True	
Auxiliary Coolant Pump Equipped	True	
3.6 Liter V6 Engine	False	
EMAT (Getrag DCT transmission) Equipped	False	
Primary Lin Alternator Equipped	False	
Knock Sensor 1 Equipped	True	
4 Speed Automatic Transmission Equipped	False	
Electric Water Pump Equipped	False	
3.5 Liter V6 Engine	False	
Power Steering Switch Equipped	False	
Auxiliary Heater Electric Water Pump Equipped	False	
Fiat 940 Compact Equipped	False	
Adaptive Cruise Control Equipped	False	
Unleaded Gasoline Fuel	True	
Active Engine Mount Equipped	False	
4.7 Liter V8 Engine	False	
ICC Cruise Equipped	False	
6.4 Liter V8 Engine	False	
Transmission Software Included	False	
ETC Cruise equipped	True	
Rear Heater Equipped	False	
AC Equipped	False	
TIP Equipped	True	
Buffered Crank Output for ANC (Active Noise Cancellation) Equipped	True	
Buffered Crank Output for PHEV Engine Pulse Calculation Equipped	True	
Continuous Variable Transmission Equipped	False	
SRV Equipped	False	
Dual Speed Fuel Pump Equipped	False	
O2 Sensor Bank 1 Sensor 3 Equipped	False	

Air Shutoff Valve Bank 2 Control Solenoid 2 Equipped	False	
2 Speed Fan 3 Driver 3 Relay System Equipped	False	
Dual Fuel Tank Equipped	False	
PWM Fan Motor System Equipped	False	
Brake Pedal Sensor Equipped	True	
Constant Heater Temperature Control Valve Equipped	False	
GPEC3 Equipped	False	
VLP Is Learnable Indicator	False	
1 Speed Fan Mechanical Relay System Equipped	False	
Engine Oil Heater Cooler Equipped	True	
Fiat VIN Learning Strategy Equipped	False	
Mechanical Coolant Pump Heater Equipped	False	
2.0 Liter WI4 engine	False	
VFS Actuators Available Indicator	False	
O2 Sensor Bank 1 Sensor 1 Equipped	True	
Coolant On-Off Valve Equipped	False	
45RFE / 545RFE / 65RFE	False	
Vehicle Speed Sensor #1 Calculated by ECU	False	
Shift Indicator Lamp Equipped	False	
Wide Range O2 Sensor 1/1 Equipped	True	
GPEC2 Equipped	False	
Supercharger Equipped	False	
Variable Displacement AC Equipped	False	
1.0 Liter I3 Engine	False	
Electric Thermostat Heater Equipped	False	
2 Speed Fan PWM Relay System Equipped	False	
PTO System Equipped	False	
High Side Port Tumble Valve Equipped	Undefined	
Tumble Generator Valve Equipped	False	
3.8 Liter V6 Engine	False	
3.0 Liter V6 Engine	False	
Starter Relay 2 Equipped	False	
40TE / 41TE / 41TEA	False	
Wastegate H-Bridge Equipped	01	
Linear EGR Equipped	False	
ZF 9-Speed Transmission Equipped	False	
Direct Injection Equipped	True	
Cummins Equipped	False	
3.3 Liter V6 Engine	False	
ESIM Equipped	False	
Hybrid Electric Vehicle Equipped	True	
WI4 Variable Valve Timing Equipped	True	
Engine Idle Shutoff Equipped	False	
Intake Cam 1 Equipped	True	

O2 Sensor Bank 2 Sensor 1 Equipped	False	
3.2 Liter V6 Engine	False	
Cooled EGR Equipped	True	
Air Shutoff Valve Bank 1 Control Solenoid 2 Equipped	False	
VLP Equipped Indicator	False	
Low Temperature Radiator Coolant Pump Equipped	False	
Dual Stage Oil Pump Equipped	True	
CUSW PROXI Write Programming Support Enabled	True	
6.1 Liter V8 Engine	False	
42RLE	False	
Humidity, Temperature and Pressure Sensor (LIN) Equipped	False	
Compressed Natural Gas Equipped	False	
HPT 6-Speed Transmission Equipped	False	
Secondary Fuel Pump Equipped	False	
Adaptive Cruise Control Hardware Equipped	False	
2.7 Liter V6 Engine	False	
WI4 Intake Flow Control Valve Equipped	False	
Engine Stop Start Equipped	False	
Coolant On-Off Pump Equipped	True	
MDS Equipped	False	
DUAL_ALTERNATOR_GEN1_LEARNEDCOPY	False	
Next Gen Bus Equipped	False	
2.4 Liter WI4 engine	False	
Transmission Oil Heater Equipped	False	
Brushless PWM Fan Equipped	FAN_PWM_BOSCH_BRUSHLESS_CNFG	
Auxiliary Coolant Pump Heater Equipped	Undefined	
2 Speed Fan Mechanical Relay System Equipped	False	
Aisin 6-Speed RWD Transmission Equipped	False	
CMCV H-Bridge Equipped	Undefined	
Turbine Volute Valve Actuator Equipped	Undefined	
MultiAir Equipped	False	
Active Grille Shutter Equipped	False	
Intake Cam 2 Equipped	False	
Electronic Throttle Control Equipped	True	
O2 Sensor Bank 1 Sensor 2 Equipped	True	
Duty Cycle Purge Valve Equipped	True	
Throttle Inlet Temp Sensor Equipped	True	
Fixed displacement AC Equipped	False	
Yaw Rate Sensor ESC Equipped	True	
3 Speed Fan Mechanical Relay System Equipped	False	
Air Shutoff Valve Bank 1 Control Solenoid 1 Equipped	False	
Clutch Interlock Switch Equipped	False	
Powernet Equipped	False	
Electric Coolant Valve Equipped	False	

Electronic Automatic Transmission (EATX) Equipped	False	
4 Button Integrated Cruise Control	False	
Inrush Current Reduction Relay Equipped	False	
1.8 Liter WI4 engine	False	
Trans Reverse Lockout Equipped	False	
CUSW (11-Bit) Equipped	False	
4.0 Liter I6 Engine	False	
Sensorless FFV Enabled	False	
3.7 Liter V6 Engine	False	
Knock Sensor 2 Equipped	True	
Battery Temp Sensor Equipped	False	
GPEC2A Equipped	False	
Barometric Sensor Equipped	True	
Exhaust Cam 2 Equipped	False	
AC Equipped Over Bus	False	
5.7 Liter V8 Engine	False	
Linear Purge Equipped	False	
Unleaded diesel fuel	False	
Electronic Vacuum Pump Equipped	False	
Dual Fuel Pressure Sensor Equipped	True	
Oil Pressure Sensor Enabled	True	
Fan Wake Up Relay System Equipped	False	
Turbocharger Equipped	True	
62TE	False	
Wide Range O2 Sensor 2/1 Equipped	False	
MTV Solenoid Equipped	False	
ERS Equipped Indicator	False	
O2 Sensor Bank 2 Sensor 2 Equipped	False	
Electronic Coolant Pump Equipped	False	
Variable Speed Fuel Pump Equipped	True	
Engine Software In Package	True	
Vehicle Speed Sensor #1 Calculated from CAN	False	
Viscosity Sensor Equipped	False	
VMM Equipped	False	
A/C Equipped	True	
6.2 Liter V8 Engine	False	
CUSW (29-Bit) Equipped	False	
GPEC4 Equipped	True	
Secondary Air Equipped	False	
Port Flap Valve Equipped	False	
66RFE / 68RFE	False	
TOOLCONFIG_OIL_PRESS_ABS_EQUIPPED	True	
Operator Idle Speed Request Equipped	False	
Police Package Equipped	False	

Trans Skip Shift Equipped	False	
Mass Airflow System Equipped	False	
Operator Idle Speed Request Equipped	False	
INTAKE O2 SENSOR EQUIPPED	False	
Clutch Sensor Equipped	False	
5 Button Cruise (LIN) Equipped	True	
LIN Humidity, Temp, and Pressure Sensor Equipped	False	
Make Up Air Sensor Equipped	True	
Brake Pedal Sensor Equipped	True	
Cylinder Pressure Sensor Equipped	False	
SWAP HARDWIRED BRAKE SWITCH INPUTS	True	
Power Steering Angle Sensor Mandatory	False	
Bi-Directional Crank Sensor Equipped	True	
Dual Fuel Pressure Sensor Equipped	True	
Throttle Inlet Temp Sensor Equipped	True	
CUSW 4-Button Cruise Equipped	False	
Remote Start Present	Present	

ICS CONFIGURATION

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

TPM CONFIGURATION

NAME	VALUE	UNITS
RSSI Margin 4 Wheel Constant B	35	No Unit
RSSI Margin 4 Wheel Constant C	140	No Unit
RSSI Margin 4 Wheel Constant D	80	No Unit
RSSI Margin 4 Wheel Constant A	15	No Unit
RSSI Margin Constant Override Setting	Override False	
High Gain Mode Setting	RF Gain Mode 1 - Highest Gain Mode	
WAL Gain Mode Setting	RF Gain Mode 3	
Gain Mode Override Status	Override False	
Premium TPM Present	Yes	
Base TPM Present	No	
Run Flat Tire Present	No	
SRT Vehicle Present	No	
TPM Legislation	FMVSS-138 (Warning Enable Always)	
Current Gain Mode	RF Gain Mode 3	
BUX Deactivation Flag	Not Set	
TPM System Type	TPM Premium System	
4/5 Tire System	4 Tire System	

RFH CONFIGURATION

NAME	VALUE	UNITS
Back Up Vehicle Config 4	True	
Back Up ECU Configuration 6	True	
Back Up ECU Configuration 5	True	
Back Up ECU Configuration 8	True	
Back Up Vehicle Config 1	True	
Back Up ECU Configuration 4	True	
Back Up ECU Configuration 9	True	
Back Up Customer Settings Menu 2 (CSM2)	True	
Back Up Vehicle Config 7	True	
Back Up ECU Configuration 3	True	
Back Up Customer Settings Menu 1 (CSM1)	True	
Back Up ECU Configuration 13	True	
Back Up Programmed ECUs: P/T Chassis Network	True	
Back Up Vehicle Config 3	True	
Back Up ECU Configuration 1	True	
Back Up ECU Configuration 10	True	
Back Up ECU Configuration 15	True	
Back Up ECU Configuration 17	True	
Back Up ECU Configuration 7	True	
Back Up Programmed ECUs: Cabin Network	True	
Back Up Vehicle Config 6	True	
Back Up ECU Configuration 16	True	
Back Up Vehicle Config 5	True	
Back Up ECU Configuration 2	True	
Back Up ECU Configuration 14	True	
Back Up ECU Configuration 11	True	
Back Up Vehicle Config 2	True	
Back Up ECU Configuration 12	True	
Hardware Configuration: Remote Start Antenna	Present	
Hardware Configuration: Front Right 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	
Hardware Configuration: Front Left Door Handle H/W	Serial AP	
Hardware Configuration: Trunk Door Handle H/W	Serial AP	
$0214 Programmed by	Programmed by FCA manufacturing	
Module Configuration Status	True	
Auto Park Present	True	
Remote Start Present	True	
Secret Codes Programmed	True	
e-shifter present	True	
RKE	True	
Ignition system type connected	KIN system	

Keyless Go	True	
Passive Entry	True	
RFHub Locked	RFHUB Locked after IAC write	
Fob Location #2 Successfully Programmed	Yes	
Fob Location #8 Successfully Programmed	No	
VIN Successfully Programmed	Yes	
Fob Location #7 Successfully Programmed	No	
Valid Key In Ignition	Yes	
Secret Key Sent to Body Controller - Most recent attempt	Yes	
Fob Location #1 Successfully Programmed	Yes	
Fob Location #5 Successfully Programmed	No	
Fob Location #6 Successfully Programmed	No	
PIN Successfully Programmed	Yes	
Secret Key Sent to Body Controller - Original attempt	Yes	
Fob Location #4 Successfully Programmed	No	
Fob Location #3 Successfully Programmed	No	

DTCM CONFIGURATION

NAME	VALUE	UNITS
Rear Locker Present	False	
FAD Present	True	
Mode Switch Present	True	
Full-Time T-Case	True	
Front Locker Present	False	
SRT Present	—	
T-Case Type	MPT 3025C	
Left/Right Hand Drive	Left Hand Drive	
Axle Ratio	3.730	

ORC CONFIGURATION

NAME	VALUE	UNITS
Right Curtain Squib 1	Not Configured	
Driver Seatbelt Retractor Pretensioner	Configured	
Passenger Seatbelt Anchor Pretensioner	Configured	
Driver Frontal Squib 2	Configured	
Left B-Pillar Impact Acceleration Sensor	Configured	
Right Side Door Pressure Sensor	Not Configured	
First Row Driver Seatbelt Buckle Switch	Configured	
First Row Passenger Seatbelt Buckle Switch	Configured	
Right B-Pillar Impact Acceleration Sensor	Configured	
Passenger Seatbelt Load Limiter	Configured	
Driver Frontal Squib 1	Configured	
Configuration Column Identifier	A2	
Passenger Frontal Squib 3	Configured	

Second Row Left Seat Side Airbag	Not Configured	
Passenger Seat Track Position Sensor	Configured	
Right Up-Front Acceleration Sensor	Configured	
Second Row Center seat belt Switch	Not Configured	
Passenger Frontal Squib 2	Configured	
Passenger Frontal Squib 1	Configured	
EPPM	Not Configured	
Passenger Seatbelt Buckle Pretensioner	Not Configured	
Right Side Seat Squib 1	Configured	
Driver Seat Track Position Sensor	Configured	
Passenger Airbag Disable Indicator	Configured	
Driver Frontal Squib 4	Not Configured	
Left Curtain Squib 1	Not Configured	
Driver Seatbelt Anchor Pretensioner	Configured	
Passenger Seatbelt Retractor Pretensioner	Configured	
Second Row Right seat belt Switch	Not Configured	
Right C-Pillar Impact Acceleration Sensor	Not Configured	
Driver Frontal Squib 3	Configured	
Passenger Airbag Disable Switch	Not Configured	
Occupant Classification (OCM)	Configured	
Left Side Door Pressure Sensor	Not Configured	
Left D-Pillar Impact Acceleration Sensor	Not Configured	
Second Row Left seat belt Switch	Not Configured	
Driver Seatbelt Buckle Pretensioner	Not Configured	
Passenger Knee Bolster Squib	Not Configured	
Passenger Frontal Squib 4	Not Configured	
Right D-Pillar Impact Acceleration Sensor	Not Configured	
Left Up-Front Acceleration Sensor	Configured	
Driver Knee Bolster Squib	Not Configured	
Second Row Right Seat Side Airbag	Not Configured	
Rollover Sensing	Not Configured	
Passenger Occupant Detection Sensor	Not Configured	
Driver Seatbelt Load Limiter	Configured	
Left C-Pillar Impact Acceleration Sensor	Not Configured	
Left Side Seat Squib 1	Configured	

HVAC CONFIGURATION

NAME	VALUE	UNITS
DualZone ATC Control	True	
MTC Without EBL (3Knob)	False	
MTC heater only (3Knob)	False	
Single Zone MTC Control	False	
Dual Zone MTC Control	False	
DualZone ATC Control (Factory)	False	

MTC With EBL (3Knob)	False

AMP CONFIGURATION

NAME	VALUE	UNITS
ANC Status	Off - RPM Out of Range	
ANC Calibration Date - Year	20	
ANC Calibration Date - Patch Level	0	
ANC Calibration Date - Week	6	
Surround Sound Activated	Not Set	
Current ANC Calibration ID - Service	B602	
Premuim - 3	False	
Premuim - 2	True	
No HALF Chimes	True	
Non -ANC	False	
No Rear Doors	True	
Premuim - 1	False	
Door Module - Right Front	Not Present	
Door Module - Left Front	Not Present	

IPC CONFIGURATION

NAME	VALUE	UNITS
Main Fuel Tank Gauge - Full Stop Calibration	0.000	Volts
Main Fuel Tank Gauge - 1/2 Datum Calibration	0.000	Volts
Main Fuel Tank Gauge - 3/4 Datum Calibration	0.000	Volts
Main Fuel Tank Gauge -1/4th Datum Calibration	0.000	Volts
Main Fuel Tank Gauge - Empty Stop Calibration	0.000	Volts
Sub Fuel Tank Gauge - Empty Stop Calibration	0.000	Volts
Sub Fuel Tank Gauge - 1/2 Datum Calibration	0.000	Volts
Sub Fuel Tank Gauge - 3/4 Datum Calibration	0.000	Volts
Sub Fuel Tank Gauge - Full Stop Calibration	0.000	Volts
Sub Fuel Tank Gauge - 1/4 Datum Calibration	0.000	Volts

PTS CONFIGURATION

NAME	VALUE	UNITS
Rear System with 6 Front Sensors	False	
Front System with 6 Rear Sensors	False	

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	
Vehicle Configuration 1 - Write Counter	5	
Programmed ECUs: Hybrid LAN Network	5	
Programmed Network Configuration - Audio / Telematics Network	5	
ECU Configuration 15 (Suspension)	5	
ECU Configuration 5 (Doors)	5	
Programmed ECUs: P/T Chassis Network	5	
ECU Configuration 9A	5	
ECU Configuration 6 (Safety)	5	
ECU Configuration 11	5	
Vehicle Configuration Auto Write Counter	1	
ECU Configuration 5 (Memory)	5	
Vehicle Configuration 4 - Write Counter	5	
Last Configuration Odometer	0	miles
Vehicle Configuration 5 - Write Counter	5	
ECU Configuration 5 (Wireless)	5	
ECU Configuration 14	5	
Vehicle Config CSM1	5	
ECU Configuration 6 (Suspension)	5	
ECU Configuration 9 (ITM)	5	
Programmed ECUs: Cabin Network	5	
ECU Configuration 6 (Powertrain)	5	
ECU Configuration 4	5	
Vehicle Configuration 3 - Write Counter	11	
ECU Configuration 13	5	
Vehicle Config CSM2	5	
Vehicle Configuration 2 - Write Counter	5	
ECU Configuration 10	5	
ECU Configuration 15 (CBC Features)	5	
ECU Configuration 8 (LIN and Miscellaneous)	5	
ECU Configuration 2 (CBC Features)	5	
ECU Configuration 1 (CBC Configurable Inputs and Outputs)	5	
Vehicle Configuration 6 - Write Counter	5	
ECU Configuration 7 (CBC Exterior Lighting Calibrations)	5	
ECU Configuration 3	5	
ECU Configuration 6 (Brake)	5	
Vehicle Configuration 7 - Write Counter	5	
ECU Configuration 12	5	
Model Year	2021	
Select Speed Control Feature Present	Set	

Drive Configuration	Selectable 4wd	
Left/Right Hand Drive	Left Hand Drive	
Maximum Vehicle Speed	99	MPH
Hill Descent Feature Present	Not Set	
Vehicle Line	JL	
Shifter Type	5 Pos Polystable Eshifter / Type PS5	
PTS Configuration	Rear / REAR	
Auto Highbeam	Not Set	
Performance Pages Present	Not Present	
Special Packages	Default	
Emode Present	Not Set	
Country Code	USA	
Body Style	4-Door Hatchback	
Remote Start Present	Set	
Air Conditioning Present	Set	
Special Packages	Wrangler Sport	
SKIM System Present	Not Set	
Flipper Glass Present	Not Set	
Light Load Inflation Pressure Rear Tire	0.0	PSI
Power Inverter Type	No Power Inverter	
Cruise Feature is Present	Set	
Full Size Spare	Set	
Max Load Inflation Pressure Rear Tire	36.0	PSI
Max Load Inflation Pressure Front Tire	36.0	PSI
Thatcham Present	Not Set	
Off Road Capable	Not Set	
Rain Sensor Present	Not Set	
Display Outside Temperature Present	Set	
FOBIK Safe Enable	Set	
Base TPM system present	Not Set	
Two Fuel Sending Units Present	Not Set	
Disable Display of Radio Clock	Not Set	
Vehicle Brand	Jeep	
Premium TPM system present	Set	
Forward Collision Warning present	Not Set	
Auto Park Present	Set	
Chassis Type	Type 88	
Adjustable Pedal Feature Present (non-Memory)	Not Set	
RKE System Present	Set	
Wheel Base	Long wheel base (140" & 149" Ram Truck) / LONG	
Power Lift Gate Present	Not Set	
HVAC Configuration	Dual Zone ATC	
Vehicle is an SRT	Not Set	
Window Express Feature Configuration	Drivers window express only	

Keyless Go Present	Set	
Power Right Sliding Door Present	Not Set	
ELV Present	Not Set	
Secondary Lock Present	Not Set	
Sport Mode Present	Not Set	
Collision Mitigation System present	Not Set	
Auto Headlamp Feature Present	Set	
Interior EC Mirror Present	Set	
Police Lighting Feature	Not Set	
ESCL system present	Not Set	
T-Case Type	Transfer Case 246 / Transfer Case 246	
Liftgate/Trunk Type	Manual Liftgate	
Paddle Shift Feature Present	Not Set	
Display Compass Heading Present	Set	
Power Left Sliding Door Present	Not Set	
High Intensity Discharge Head Lamps	Not Set	
Sunshade Present	Not Set	
Fuel Capacity	17	gallons
Passive Entry Present	Set	
Door Alert Feature Present	Not Set	
Axle Ratio	3.730	
Transfer Case Low Range Reduction Ratio	2.720	
Dynamic Tire Circumference (All or Rear)	97	inch
Transfer Case High Ratio	1.000	No Unit
Steering Ratio at Positive Angle 3	0.0	No Unit
Steering Ratio at Positive Angle 5	0.0	No Unit
Non-Regulated Tire Pressure Information System (TPIS) Present	Not Set	
Steering Ratio at Positive Angle 4	0.0	No Unit
Steering Ratio at Positive Angle 2	0.0	No Unit
Steering Ratio at Positive Angle 1	0.0	No Unit
Dual Rear Wheel (DRW) Vehicle Present	Not Set	
Steering Ratio at zero	0.0	No Unit
Steering Ratio at Negative Angle 3	0.0	No Unit
Steering Ratio at Negative Angle 4	0.0	No Unit
Steering Ratio at Negative Angle 2	0.0	No Unit
Analog Door Sensor Configuration	All Doors have Analog Sensors	
Steering Ratio at Negative Angle 1	0.0	No Unit
Air Quality System Present	Not Set	
Steering Ratio at Negative Angle 5	0.0	No Unit
Reserved - Pin D20	Not Set	
Foot Well Lamps Output Present - Pin G24	Set	
Reserved - F21	Not Set	
Front Fog Lamps Output Present - Pin A1 & D13	Set	
Ambient Temperature Sensor Present - Pin D22	Set	

Reserved - Pin E35	Not Set	
Front Driver Analog Door Ajar Input Present - Pin F9	Set	
Hood Ajar Switch Input Present - Pin A11	Set	
Flipper Glass #2 Output Present	Not Set	
Reserved - Pin G12	Not Set	
Reserved - Pin E15	Not Set	
Right Dedicated DRL Lamp Output Present - Pin A22	Set	
Left Rear Door Ajar Input Present - Pin F23	Set	
Hard Top Sense Present - Pin E14	Set	
Rear Park Lamps Output Present - Pin E4 & F32	Set	
Inverter Enable Relay Output Present - Pin F35	Set	
Rear Wiper Motor Park Present - Pin E29	Set	
VTA Warning LED Output Present - Pin G22	Set	
Reserved - E20	Not Set	
Rear Turn Lamps Output Present - Pin E3 & F42	Not Set	
Diesel Cabin Heater #1 Output Present - Pin D11	Not Set	
Low Beam Output Present - Pin A3, D2	Set	
Gated Park ZFII Output Present - Pin D-24	Set	
Trailer Backup Lamps Output Present - Pin E23	Not Set	
Side Markers Output Present - Pin A10 & D5	Set	
Rear Fog Lamps Output Present - Pin E39 & F5	Not Set	
Starter Relay Lowside Coil Drive - Pin D7	Not Set	
Horn Switch Input Present - Pin F29	Set	
Diesel Cabin Heater #3 Output Present - Pin D10	Not Set	
Reserved - Pin E47	Not Set	
Reserved - Pin E21	Not Set	
Left Dedicated DRL Lamps Output Present - Pin D15	Set	
Ambient Light Dimmer Wheel Input Present Pin G9	Set	
Run-ACC Y Relay #2 Output Present - Pin E9	Set	
Passenger Door Ajar Signal Present - Pin G18	Set	
Reserved - Pin F4	Not Set	
UGDO Feed Output Present - Pin G15	Set	
Diesel Cabin Heater #2 Output Present - Pin D9	Not Set	
Park Brake Input Present - Pin E11	Set	
Front Wiper Wipes After Wash	2 Wipes	
Rear Wiper Park Enable	Set	
Side Repeaters Enable	Not Set	
Horn Chirp Allowed	Set	
DRL Lamp Location	Dedicated	
Hazard Lamp Configuration	Latching Switch	
Tip Start Enabled	Set	
LED High Beam Lamps Present	Set	
Trailer Tow Present	Not Set	
LED Front Turn Lamps Present	Set	

Military Vehicle Present	Not Set	
LED License Lamps Present	Set	
Front Wiper Park Enable	Set	
Quad Headlamps Enable	Set	
One Touch Lane Change	Set	
LED Dedicated DRL Present	Set	
LED Front Fog Lamps Present	Set	
DRL Dropout Enable	Set	
Headlamp Wash Shot	Single	
Single Element Tail Lamp	Not Set	
Intermittent Wiper States	4 Intermittent Wiper position Switch	
Park Lamp Loadshed Enable	Set	
Headlamp Wash Interval	wash cycle#11	
LED Stop Lamps Present	Set	
LED Rear Fog Lamps Present	Set	
Combined Rear Lighting Enable	Set	
Front Fog Lamp Dropout Enable	Set	
LED Reverse Lamps Present	Set	
Dual Start Relay System Present	Not Set	
LED Low Beam Lamps Present	Set	
Tunnel Detection	Not Set	
Headlamp Washer Low Fluid Shut-Off Enable	Not Set	
Bi Xenon Headlamps Enable	Not Set	
Door Lock Switch Signal FT RT Usage (F23)	Reserved	
Wiper Service Position Enabled	Not Set	
Exterior Light Loadshed Enable	Set	
LED CHMSL Lamp Present	Set	
Reversible Washer Pump Enable	Set	
DRL Configuration	Optional DRL	
LED Tail Lamps Present	Set	
LED Front Park/Marker Lamps Present	Set	
Door Lock Switch Signal FT LT Usage (F9)	Reserved	
LED Rear Turn Lamps Present	Set	
Radio Display On/Off Softkey Present	Not Set	
Hill Start Assist Customer Setting Option Present	Set	
DTV Front Camera Present	Not Set	
CTP Max AC Present	Not Set	
Vehicle Theft Alarm Present	Not Set	
Front Park Assist Present	Not Set	
VIN Check Digit Diable	Not Set	
External Port Type	AUX + USB + extra USB	
SDAR Travel Link Present	Set	
Hill Descent Control Present	Not Set	
Splashscreen Type	Vehicle Brand	

Radio Apps Present	Not Set	
Destination	United States of America	
Antenna Type	Passive Primary and no secondary antenna	
Microphone Configuration	2 Microphones	
CTP Auto Lock Disable	Not Set	
CTP Easy Entry Enable	Not Set	
Power Door Locks Present	Set	
Front Heated Seats Present	Set	
Disable CD Eject	Not Set	
DTV Side Camera Present	Not Set	
CTP Passive Entry Present	Set	
Cabin Equilization Curve Number	JL 4 Door Premium Top On (Alpine 12ch)	
Front Ventilated Seats Present	Not Set	
Heated Steering Wheel Present	Set	
DAB Present	Not Set	
Hybrid Electric Powertrain Present	Not Set	
Surround Sound Feature Present	Not Set	
Power Inverter Present	Set	
Audio Steering Wheel Switch Configuration	Core Steering Wheel	
Microphone Tuning Parameter	Absent	
Microphone Type	Peiker 300 mv	
Rear Camera Present	Set	
Tow Haul Present	Not Set	
Max Gear	Eighth gear	
AMB Dimmer	not available	
Gear Shift Indicator	Not Set	
PTO Present	not available	
ERS Available	not available	
Heated Seat Present	not available	
Virtual Speedometer Units	not available	
IC Config Feature	not available	
Speedometer Range Max Scale	not available	
Split Shaft Present	not available	
Temperature Celsius for UK	Not Set	
Manual Headlamp Leveling	not available	
Service Interval	20000 km and 730 days	
Rear Wheel Dually	not available	
Type of Gallons	U.K. Gallons	
AP3 Left Rear	Not Present	
Airport Scenario Trunk Set	Not Set	
AP4 Right Rear	Not Present	
AP5 Trunk Lock	Smart Switch	
AP1 Left Front	Smart Switch	
Tip Start Present	Set	

AP2 Right Front	Smart Switch	
Driver Memory Mirrors Present	Not Set	
Rear Door Pre Short Drop	Not Set	
Folding mirrors present	Not Set	
Puddle Lamp Present	Not Set	
Global Down	Not Set	
Window Motor Type	Not Set	
Electro-chromatic driver mirror present	Not Set	
Sun Shade	Not Set	
Mirror turn signals present	Not Set	
Blindspot Mirror Present	Not Set	
Window Hall Sensors Present	Not Set	
Global Up	Not Set	
Frameless Window Present	Not Set	
Passenger Memory Mirror Present	Not Set	
Heated Mirrors Present	Set	
Electro-chromatic passenger mirror present	Not Set	
Auto Power Folding Mirrors Present	Not Set	
Tow Mirror Present	Not Set	
Passenger Window Lockout	Set	
Heated Seat Material Type	Default	
Tilt/Telescope Steering Present	Not Set	
Rear Heated Seats Present	Not Present	
Memory Adjustable Pedals Present	Not Set	
Front Vented Seats Present	Not Present	
Front Heated Seat Present	Present	
Memory Seat Present	Not Set	
Heated Steering Wheel Present	Present	
Heated Wheel Material Type	Wood/Leather	
Rear Vented Seats Present	Not Present	
Brake System ECU Configuration B	Undefined	
Wheel 18 inch overall ESC Maserati	Not Set	
Brake System ECU Configuration A	value 0	
Dual Alternator Present	Not Set	
ECO Mode Configuration	Remember Previous State with Ignition Key Cycle	
Auto High Beam Module Location	None	
Rain Sensor Module #2 Present	Not Set	
Rear Fog Voltage	12.0	Volts
Front Fog Voltage	13.6	Volts
Swing Gate Unlock Present - Pin F33	Set	
Secondary Door Ajar Present - Pin E28	Set	
Swing Gate Lock Present - Pin F30	Set	
CHMSL Lamp Output Disable	Not Set	
Manual Door Locks Present	Not Set	

Average Last Longitudinal Acceleration Values	Average 1	
Brake Smoothing Duration	10 periods	
Acceleration Threshold	1.5 m/s2	
Excess Longitudinal Acceleration Factor	1.5	
Brake Smoothing Threshold	375 Nm	
Steering Smoothing Factor	Filter Off	
Brake Smoothing Factor	Filter Off	
Steering Smoothing Duration	3 periods	
Excess Lateral Acceleration Factor	1.5	
Nose Dive Threshold	480 degrees	
Maximum Lateral Change	2.6 degrees	
Nose Dive Factor	Filter Off	
Steering Smoothing Threshold	150 Degrees	
Acceleration Factor	Filter Off	
Average Last Lateral Acceleration Values	Average 1	
Maximum Longitudinal Change	2.0 degrees	
Interior Lighting Night Threshold	4.45147	Volt
ASBM Minimum Voltage Time	10 Seconds	
Horn Chirp Duration	Short	
ASBM Battery Minimum Voltage	11.8 Volts	
PE Auto-Relock Feature Enable	Set	
Parking Light Enable	Not Set	
RKE Auto-Relock Feature Enable	Not Set	
VTA Hood Ajar Monitoring	Not Set	
Pitch and Roll Present	Set	
Interior Lighting Day Threshold	4.27498	Volt
Glovebox Control	Not Set	
Glare Free Present	Not Set	
TSBM Module Present	Not Set	
Transmission Equipped	Automatic transmission / AUTOMATIC	
ADR feature Present	Not Set	
AGS Feature Present	Not Set	
Park Brake Type	Mechanical park brake - hand or foot / MECH	
PTC Present	Not Set	
Axle Locker Configuration	No Axle Locker / NONE	
Hybrid Type	PHEV	
Brake Type	Reserved	
Temperature Display Resolution	Set	
Suspension Type	Reserved	
TPMS Configuration	Logic 1 NHTSA Enable Warning	
Headlamp drop customer settings menu	Not Set	
Park assist rear volume customer settings menu	Set	
Tire jack mode customer settings menu	Not Set	
Compass variance customer settings menu	Not Set	

Ambient dimmer customer settings menu	Not Set	
Power liftgate chime customer settings menu	Not Set	
Headlamps on with wiper customer settings menu	Set	
Power take off customer settings menu	Not Set	
Auto high beam customer settings menu	Not Set	
Passive entry customer settings menu	Set	
Easy exit seat customer settings menu	Not Set	
Power accessory delay customer settings menu	Set	
Auto park customer settings menu	Not Set	
Consumption unit customer settings menu	Set	
Auto on driver comfort customer settings menu	Feature 2 - 3 Option / Feature 2 - 3 Option	
Auto door lock customer settings menu	Set	
Lane departure torque customer settings menu	Not Set	
Power unit customer settings menu	Not Set	
Auto entry exit mode customer settings menu	Not Set	
Blind spot alert customer settings menu	Set	
Automatic aero mode customer settings menu	Not Set	
Auxiliary switches customer settings menu	Feature not present / Absent	
Air suspension warning customer settings menu	Not Set	
Headlamp off delay customer settings menu	Set	
Park assist front volume customer settings menu	Not Set	
Rain sensitive wipers customer settings menu	Not Set	
Lane departure warning customer settings menu	Not Set	
Rear view camera gridlines customer settings menu	Static + Dynamic / Static + Dynamic	
Unit set customer settings menu	Set	
Rear camera customer settings menu	Not Set	
EPB service mode customer settings menu	Not Set	
Forward collision warning customer settings menu	Feature not present / Absent	
Illuminated approach customer settings menu	Set	
Electric power steering customer settings menu	Not Set	
Park assist brake customer settings menu	Not Set	
Clock display customer settings menu	Set	
Park assist customer settings menu	Feature not present / Absent	
Distance unit customer settings menu	Set	
Compass calibration customer settings menu	Not Set	
Pressure unit customer settings menu	Set	
Performance shift enable customer settings menu	Not Set	
Passenger Airbag On/Off Customer Settings Menu	Not Set	
RKE unlock customer settings menu	Set	
Forward Collision Warning and Brake Customer Settings Menu	Not Set	
Torque unit customer settings menu	Not Set	
Tilt mirror in reverse customer settings menu	Not Set	
Doors and Engine Off Power Delay Customer Settings Menu	Set	
Teen Key Fuel Pop-up Customer Settings Menu	Not Set	

Rear view camera delay customer settings menu	Set	
Teen Key Automatic High Beam Customer Settings Menu	Not Set	
Speed unit customer settings menu	Set	
Rear Defrost and Heated Mirrors Present	Both	
Radio Speaker Open Circuit Disable (LR)	Not Set	
Clari-Fi Present	Not Set	
Surround View Camera On/Off Softkey Present	Not Set	
Show Phone Information in Cluster	Set	
Auto Dimming Mirror Hard Button Present	Not Set	
Tri-State Comfort Climate Softkey Function Present	Set	
Radio Speaker Open Circuit Disable (LF)	Not Set	
Radio Speaker Open Circuit Disable (RR)	Not Set	
Radio Speaker Open Circuit Disable (RF)	Not Set	
ANC Calibration Parameter Data Set	46594	ms
DTV Present	Not Set	
Trailer Hitch Camera Present	Set	
Automatic Crash Notification Feature Present	Not Set	
Drive Mode Version	Version 1	
Park Assist Tuning Set	Sahara	
Backup Reverse Lamp Left Present - Pin F41	Set	
Right High Beam Present - Pin A2	Set	
Left Rear Turn Lamp Diagnostics Present - Pin F27	Set	
Left Front Lamp Diagnostics Present - Pin F25	Set	
Backup Reverse Lamp Right Present - Pin E1	Set	
Left High Beam Present - Pin D1	Set	
Right Rear Turn Lamp Diagnostics Present - Pin F31	Set	
Stop/Turn Lamp or Stop Lamp Present Pin E2 & F40	Stop/Turn Lamp	
Right Front Lamp Diagnostics Present - Pin F28	Set	
Signature Lamps or Mirror Repeater Present - Pin A5 & Pin A7	Signature Lamp	
Brake Fluid Level Switch Signal Present - Pin D21	Not Set	
Increasing speed constant	Increasing 0 KPH	
Tachometer Type	Feature Disabled / DISABLED	
Speedometer Tolerance	0 Percent Tolerance	
Steering C Factor	Type 3	
TBM	Not Set	
EDM	Not Set	
LBSM	Set	
RBSM	Set	
HSM	Set	
PTCM	Set	
BCM (Interior Bus)	Set	
Radio	Set	
HVAC_R	Not Set	
AMP	Set	

ITM	Not Set	
HVAC	Set	
TCM	Set	
SGW	Set	
ITBM	Not Set	
AHLM/AFLS	Not Set	
EPS	Set	
BCM (PT)	Set	
PTS	Set	
SCCM	Set	
DTCM	Set	
AFLS	Not Set	
PCM	Set	
ELSD	Not Set	
OCM	Set	
ASCM	Not Set	
TPM	Set	
ANC	Not Set	
ABS	Not Set	
RFH	Set	
DPDM	Set	
IPC	Set	
ASBS	Not Set	
ORC	Set	
ESM	Set	
Passive Ped Pro Present	False	
Reserved	Reserved	
2nd Row Seat Airbags Present	False	
BUX vehicle	False	
Curtain Airbags Present	False	
Driver Kneebag Present	False	
Tow Hooks Present	True	
ODS Present	False	
Passenger Kneebag Present	False	
Reserved	Reserved	
Integrated EPP Present	False	
Illuminated Approach Taillamp Target Percentage	165 (82.50%)	
Compass Mounting Angle	0	Degree
Illuminated Approach Interior Lighting Target Percentage	100 (50%)	
Humidity Sensor Present	Not Set	
DC to DC Converter Present	Not Set	
Auto Relock Time	60	seconds
VTA System Present	VTA	
ASBM Present	Not Set	

CRVMM Present	Set	
Manual Trans Present	Not Set	
ASBMM Present	Not Set	
Compass Mounting Orientation	Upside Down	
DC to DC Converter #2 Present	Not Set	
Panic Enable	Set	
Illuminated Approach Interior Lighting Ramp Up Time	130(2600ms)	
EVIC Switch Module Present	Set	
Illuminated Approach Headlamp Target Percentage	165 (82.50%)	
IBS Present	Set	
Washer Fluid Level Voltage Threshold	4.46 volts	
Left High Beam Voltage Regulation	13.6 Volts	
Left Front Corner Voltage	13.6 Volts	
Left Low Beam Voltage Regulation	13.6 Volts	
Dual Filament Headlamp	Not Present	
Auto Headlamp On Threshold	3.31409	Volt
Right Low Beam Voltage Regulation	13.6 Volts	
Signature Light Present	Present	
Right Rear Corner Voltage	12.8 Volts	
Front Turn Lamp Diagnostics	Present	
Right Front Corner Voltage	13.6 Volts	
Right High Beam Voltage Regulation	13.6 Volts	
Auto Headlamp Off Threshold	2.54930	Volt
Left Rear Corner Voltage	12.8 Volts	
Ultrasonics	Not Set	
Tilt	Not Set	
Siren	Not Set	
Engine Displacement	Signal Not Available / SNA	
Heated Mirrors Present	Present	
Rear Defrost Presence	Present	

RADIO CONFIGURATION

NAME	VALUE	UNITS
Compass on the bus messaging Authorization	Allowed	
GPS on the Bus messaging Authorization	Allowed	
Satellite Subscription Suspend Day	01	
Satellite Subscription Reason Code	00	
Satellite Subscription Suspend Year	46	
Satellite Subscription Suspend Month	01	
Satellite Subscription Status	Subscribed	
Satellite Subscription ID	1299RDC0	
Aux Jack	Not Inserted	
USB Hubs Detected	1	No Unit
SD Card Readers Detected	0	No Unit

Enumerated USB Devices	0	No Unit
DTV Short Term Configuration	—	
911 Button	On	
SDARS	True	
Internal CD Player	False	
Application Framework	True	
Bluetooth	True	
Navigation Active	True	
FM Diversity	False	
Cellular	True	
Wi-Fi	True	
Splash Screen	Jeep	
Anti-Theft Enable Status	On	
Automated Loudness	On	
Front Seat Video Playback	Enabled	
Clock Defeat	Off	
Cabin EQ Curve Number Currently Used by Radio	B6	
12/24 Time Selection	12 Hour Time	

LBSS CONFIGURATION

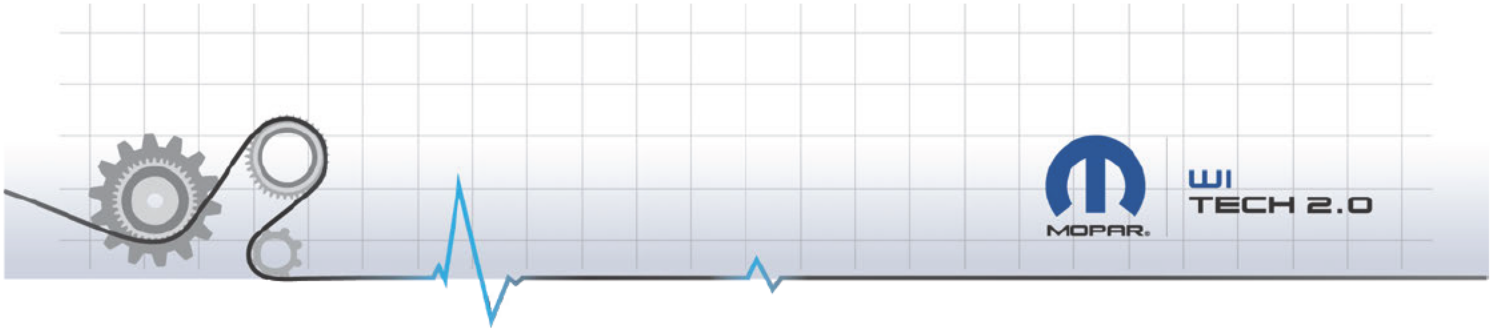
NAME	VALUE	UNITS
Steering (LHD/RHD)	Left Hand Drive/ LHD	
Teen Key	No	
CFG FEATURE	CFG_NONE	

RBSS CONFIGURATION

NAME	VALUE	UNITS
Teen Key	No	
Steering (LHD/RHD)	Left Hand Drive/ LHD	

ABSO CONFIGURATION

NAME	VALUE	UNITS
Trans Type	ZF_8spd	
Drive Configuration	Selectable 4wd	
Displacement	2.0	No Unit
Hybrid Type	PHEV	
Vehicle Line Identification	JL	
Chassis Type	Type 88	
Axle Ratio	3.726	No Unit
Tire Circumference	97	inch



VEHICLE SCAN REPORT

Vehicle 2021 JEEP WRANGLER(PHEV) 2.0L I4 DOHC DI TURBO PHEV ENGINE
VIN [redacted]

Odometer 10335.6 miles
Publication Date Apr 15, 2022, 11:45:59 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
TCM	Transmission Control Module	CAN-C	68478030AN	[redacted]		68478030AN
PCM	Powertrain Control Module	CAN-C	68477593AN			68477593AN
ICS	Integrated Center Stack	CAN-I	6SX94DX9AD			6SX94DX9AD
TPM	Tire Pressure Monitor	CAN-C	68411061AE			68411061AE
RFH	Radio Frequency Hub	CAN-C	68449371AC			68449371AC
ESM	Electronic Shifter	CAN-C	04670716AC			04670716AC
DTCM	Drive Train Control Module	CAN-C	68443547AE			68443547AE
ORC	Occupant Restraint	CAN-C	68437715AC			68437715AC
EPS	Electric Power Steering	CAN-C	68529427AB			68529427AB
HVAC	Heat, Ventilation and A/C	CAN-I	68496562AC			68496562AC
CSWM	Comfort Seat Wheel Module	CAN-I	68510873AA			68510873AA
PTCM	Power Top Control Module	CAN-I	68371772AB			68371772AB
AMP	Amplifier	CAN-I	68434945AB			68434945AB
IPC	Instrument Panel Cluster	CAN-C	68499481AD			68499481AD
PTS	Parktronics	CAN-C	68441031AC			68441031AC
SCCM	Steering Column Control Module	CAN-C	68526258AA			68526258AA
BCM	Body Controller	CAN-C	68496169AD			68496168AD
RADIO	Radio	CAN-I	68472587AI			68472587AI
OCM	Occupant Classification	CAN-C	68403128AA			68403128AA

LBSS	Left Blind Spot Sensor	CAN-I	68454896AA	[redacted]	68454896AA
RBSS	Right Blind Spot Sensor	CAN-I	68454896AA		68454896AA
BPCM	Battery Pack Control Module	CAN-C	05193168AH		05193168AH
HCP	Hybrid Control Processor	CAN-C	68451035AS		68451035AS
AHCP	Auxiliary Hybrid Control Processor	CAN-C	68498791AS		68498791AS
ABSO	Anti Lock Brakes OBD	CAN-C	68395967AM		68395967AM
SGW	Security Gateway Module	CAN-C	68488416AB		68488416AB
DPDM	Driver Presence Detection Module	CAN-C	68403129AA		68403129AA
IDCM	Integrated Dual Charge Module	CAN-C	05185035AQ		05185035AQ

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
TCM	USA / USA	13 05 0E	15 19 00	4700	
PCM	USA	1D 47	21 21 00	4928	7A910CD6
ICS	USA	10 1E 00	14 13 00	4802	
TPM	USA	0E 23 00	13 09 05	4110	
RFH	USA / USA	10 31 00	14 1C 00	4603	
ESM	USA	13 0C 00	12 2A 00	4322	
DTCM	USA	11 22 00	14 27 01	4501	
ORC	USA	12 23 00	13 04 01	4501	
EPS	USA	10 13 00	14 24 DC	4005	
HVAC	USA	13 20 00	14 18 01	4420	
CSWM	USA	10 2B 00	14 08 00	4202	
PTCM	USA	11 1A 21	12 12 60	4101	
AMP	USA	18 2E 01	14 0D 00	4030	
IPC	USA	17 17 01	14 24 01	4805	
PTS	USA	10 32 01	13 24 03	4401	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 1D 50	4625	
RADIO	USA	15 12 14	15 12 14	8205	
OCM	USA	11 31 01	11 07 04	4060	
LBSS	USA	11 23 01	12 25 00	4204	
RBSS	USA	11 23 01	12 25 00	4204	
BPCM	Rest of world / ROW	13 0C 04	15 24 42	5701	49906456
HCP	USA	14 26 03	15 11 63	5403	0FD1C8F2 332F838C 4C99835C
AHCP	USA	14 26 03	14 33 01	5600	
ABSO	USA	15 02 00	15 02 02	4300	1C5C3234

SGW		5	955	4103	
DPDM	USA	11 31 01	11 0F 04	4510	
IDCM	USA	14 1D 00	15 28 00	4000	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
BPCM	P0A0A-00	High Voltage System Interlock Circuit "A"-	Active
BPCM	P1E73-00	High Voltage System Interlock Out of Range Low-	Active
HCP	P0A0A-00	High Voltage System Interlock Circuit "A"-	Active
HCP	P0A78-00	Drive Motor A Inverter Performance-	Active

ENVIRONMENTAL DATA SUMMARY

BPCM | P0A0A-00 | Active | High Voltage System Interlock Circuit "A"-

NAME	VALUE	UNITS
DTC	0A 0A 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	Error	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
FoM - for this DTC (lifetime fails)	7	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	32194409	seconds
Key in Ignition	Key_Def	
EPT -WakeUp	Sourced	
HCP Contactor Command	FAST_OPN	
Contactor Status	Open	
Plug in Status	Not plugged in	
Balance Mode	False	
Vehicle Speed	0.0	MPH
System (12) Volts at time of fault	12.475	Volts
Battery Lifetime AmpHrs of Charge	5594.3	AHr
Battery Lifetime AmpHrs of DisCharge	5597.0	AHr
HVIL Status -Vehicle	Fail	

Cycles left to self heal	255	No Unit
HV Battery Charge Power 2sec	72039	watts
HV Battery Charge Power 10sec	72039	watts
HV Battery Discharge Power 2sec	74403	watts
HV Battery Discharge Power 10sec	53166	watts
Key - DriveRdy (CAN)	False	
Battery Lifetime Number Of Closes	2793	
Battery Full AmpHr Capacity	49.5	AmpHrs
Battery Cell Voltage Maximum	3450	mV
Battery Cell Voltage Minimum	3440	mV
Battery Cell Voltage Average	3445	mV
Battery Temperature Maximum Module	59	°F
Battery Temperature Minimum Module	59	°F
Battery Temperature Average Module	59	°F
DTC Extended Data Record Number - All	01	
DTC Extended Data Record Number - 2	02	
HV Battery Charge Power 30sec	72039	watts
HV Battery Discharge Power 30sec	23250	watts
Key Position	Ignition Status: Running	
SOC	12.5	%
HV Bat SOH-R	87.1	%
HV Bat SOH-C	100.0	%
Cell Impedance Max Discharge	1.115	mOhms
Cell Impedance Min Discharge	1.028	mOhms
HVIL Status - Battery pack	PASS	
HVIL PWM Duty Cycle source - Vehicle	100.0	%
HVIL PWM Duty Cycle Source - Battery	49.8	%
HVIL PWM Duty Cycle Sink - Battery	49.8	%
HVIL PWM Frequency source - Vehicle	0.0	Hz
HVIL PWM Frequency Sink - Vehicle	0.0	Hz
HVIL PWM Frequency Source - Battery	88.0	Hz
HVIL PWM Frequency Sink - Battery	88.0	Hz
HVIL Returned current - Vehicle	1.30	mA
HVIL Returned current - Battery	1.40	mA
Battery Cell Highest Cell number	83	
Battery Cell Lowest Cell number	48	
HV Battery Current Sensor Primary	0.00	Amps
HV Battery Current Sensor Secondary	1.55	Amps
HV Battery Current HVBatCrnt	0.00	Amps
HV Battery Voltage (cell sum)	330.70	Volts
HV Battery Voltage (Module Sum)	330.80	Volts
Battery Temperature Highest Sensor number	14	
Battery Temperature Lowest Sensor number	05	
HV Cooling Battery coolant inlet temp	59	°F

HV Cooling Battery coolant outlet temp	59	°F
BPCM temperature max	77	°F
BPCM temperature min	75	°F
Vehicle Isolation Impedance (Positive side)	4.194	Mega Ohms
Vehicle Isolation Impedance (Negative side)	4.194	Mega Ohms
Vehicle Isolation Impedance (Equivalent)	4.194	Mega Ohms
Battery Isolation Impedance (Positive side)	4.194	Mega Ohms
Battery Isolation Impedance (Negative side)	4.194	Mega Ohms
Battery Isolation Impedance (Equivalent)	4.194	Mega Ohms
Engine Speed	0	rpm
Accelerator position	7.8	%
GPS_Date - Year	65534	Year
GPS_Date - Month	Undefined	
GPS_Date - Day	31	Days
UTC_Time - Hours	SNA / Not Programmed	Hours
UTC_Time - Minutes	59	
UTC_Time - Seconds	255	seconds

BPCM | P1E73-00 | Active | High Voltage System Interlock Out of Range Low-

NAME	VALUE	UNITS
DTC	1E 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	Error	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
FoM - for this DTC (lifetime fails)	2	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	32194409	seconds
Key in Ignition	Key_Def	
EPT -WakeUp	Sourced	
HCP Contactor Command	FAST_OPN	
Contactor Status	Open	
Plug in Status	Not plugged in	
Balance Mode	False	

Vehicle Speed	0.0	MPH
System (12) Volts at time of fault	12.482	Volts
Battery Lifetime AmpHrs of Charge	5594.3	AHr
Battery Lifetime AmpHrs of DisCharge	5597.0	AHr
HVIL Status -Vehicle	Fail	
Cycles left to self heal	100	No Unit
HV Battery Charge Power 2sec	72039	watts
HV Battery Charge Power 10sec	72039	watts
HV Battery Discharge Power 2sec	74403	watts
HV Battery Discharge Power 10sec	53166	watts
Key - DriveRdy (CAN)	False	
Battery Lifetime Number Of Closes	2793	
Battery Full AmpHr Capacity	49.5	AmpHrs
Battery Cell Voltage Maximum	3450	mV
Battery Cell Voltage Minimum	3440	mV
Battery Cell Voltage Average	3445	mV
Battery Temperature Maximum Module	59	°F
Battery Temperature Minimum Module	59	°F
Battery Temperature Average Module	59	°F
DTC Extended Data Record Number - All	01	
DTC Extended Data Record Number - 2	02	
HV Battery Charge Power 30sec	72039	watts
HV Battery Discharge Power 30sec	23250	watts
Key Position	Ignition Status: Running	
SOC	12.5	%
HV Bat SOH-R	87.1	%
HV Bat SOH-C	100.0	%
Cell Impedance Max Discharge	1.115	mOhms
Cell Impedance Min Discharge	1.028	mOhms
HVIL Status - Battery pack	PASS	
HVIL PWM Duty Cycle source - Vehicle	100.0	%
HVIL PWM Duty Cycle Source - Battery	49.8	%
HVIL PWM Duty Cycle Sink - Battery	49.8	%
HVIL PWM Frequency source - Vehicle	0.0	Hz
HVIL PWM Frequency Sink - Vehicle	0.0	Hz
HVIL PWM Frequency Source - Battery	88.0	Hz
HVIL PWM Frequency Sink - Battery	88.0	Hz
HVIL Returned current - Vehicle	1.30	mA
HVIL Returned current - Battery	1.40	mA
Battery Cell Highest Cell number	83	
Battery Cell Lowest Cell number	48	
HV Battery Current Sensor Primary	0.00	Amps
HV Battery Current Sensor Secondary	0.65	Amps
HV Battery Current HVBatCrnt	0.00	Amps

HV Battery Voltage (cell sum)	330.70	Volts
HV Battery Voltage (Module Sum)	330.80	Volts
Battery Temperature Highest Sensor number	14	
Battery Temperature Lowest Sensor number	05	
HV Cooling Battery coolant inlet temp	59	°F
HV Cooling Battery coolant outlet temp	59	°F
BPCM temperature max	77	°F
BPCM temperature min	75	°F
Vehicle Isolation Impedance (Positive side)	4.194	Mega Ohms
Vehicle Isolation Impedance (Negative side)	4.194	Mega Ohms
Vehicle Isolation Impedance (Equivalent)	4.194	Mega Ohms
Battery Isolation Impedance (Positive side)	4.194	Mega Ohms
Battery Isolation Impedance (Negative side)	4.194	Mega Ohms
Battery Isolation Impedance (Equivalent)	4.194	Mega Ohms
Engine Speed	0	rpm
Accelerator position	7.8	%
GPS_Date - Year	65534	Year
GPS_Date - Month	Undefined	
GPS_Date - Day	31	Days
UTC_Time - Hours	SNA / Not Programmed	Hours
UTC_Time - Minutes	59	
UTC_Time - Seconds	255	seconds

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

NAME	VALUE	UNITS
DTC	0A 0A 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	
DTC Extended Data Record Number	01	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	FFFF0003	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978790400	sec
RAM stamps keyOn	75	sec

RAM Stamps	39498	Min
Accelerator Pedal Position	0	%
Barometric Pressure	15	PSI
Engine Coolant Temperature	64	°F
Engine Speed	0	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	12.384	Volts
Battery Feed Voltage 2 Sense	12.384	Volts
Battery Feed Voltage 3 Sense	12.384	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Hybrid System State	Determine Hybrid System State	
Actual Torque - Motor A	0.092	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	-4	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	304	Degree
Motor B Resolver Angle	Not Programmed	Degree
Motor A Temp Sensor	70	°F
Motor B Temp Sensor	63	°F
Outside Air Temperature	71.6	°F
Ignition State	Reserved	
HCP ePT Wake-Up Output	Off	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
Propulsion System Active	False	
HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	0	Volts
PIM DC Link Voltage - B	0	Volts

Inverter A IGBT Temperature for phase A	64	°F
Inverter A IGBT Temperature for phase B	68	°F
Inverter A IGBT Temperature for phase C	68	°F
Inverter B IGBT Temperature for phase A	68	°F
Inverter B IGBT Temperature for phase B	66	°F
Inverter B IGBT Temperature for phase C	64	°F
APM Status	Idle	
Impact Event	False	
PRND Position Display	P	
HCP System Shutdown Command	Default	
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
SW Build Release Version	PIM_20B_2102B2_P1P2_HCP_	
HCP SW Version	20B	
High Voltage bus voltage fault status	No fault	
HV Battery Voltage	331	Volts
HV Battery Voltage fault status	No fault	
APM HV Voltage	0	Volts
APM HV Voltage fault status	No fault	
ECH HV Voltage	0	Volts
ECH HV Voltage fault status	No fault	
EAC HV Voltage	0	Volts
EAC HV Voltage fault status	No fault	
HV Battery Contactor Status FA	No fault	
DAP Contactor Open	Do Not Open	
Air PTC Heater HV Voltage	0	Volts
Air PTC Heater HV Voltage Fault Status	No fault	
DBK Heater HV Voltage	0	Volts
DBK Heater HV Voltage Fault Status	No fault	
High Voltage Interlock Status	Interlock Failed	
Engine WarmpUp Cycle Complete	Not Completed	
Charging System Status	Not Charging	
Charging Level	Default	
High Voltage Contactor Control	Fast Open	
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	1	
UTC Time - Seconds	19	seconds
ECU Time - Milliseconds	427	ms

HCP | P0A78-00 | Active | Drive Motor A Inverter Performance-

NAME	VALUE	UNITS
DTC	0A 78 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	
DTC Extended Data Record Number	10	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	FFFF0003	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978790400	sec
RAM stamps keyOn	75	sec
RAM Stamps	39498	Min
Accelerator Pedal Position	0	%
Engine Coolant Temperature	64	°F
Engine Speed	0	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	12.384	Volts
Battery Feed Voltage 2 Sense	12.384	Volts
Battery Feed Voltage 3 Sense	12.384	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Hybrid System State	Reserved	
Outside Air Temperature	71.6	°F
Ignition State	Reserved	
Propulsion System Active	False	
HV Contactor Status	Open	
APM Status	Idle	
Impact Event	False	
PRND Position Display	P	
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
eMotor A Shutdown History [0]	460-Gate Driver Phase Reg Under Voltage Vcc	

eMotor A Shutdown History [1]	0-NO_FAULT	
eMotor A Shutdown History [2]	0-NO_FAULT	
eMotor A Fault History [0]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Fault History [1]	9-Igbt Saturation	
eMotor A Fault History [2]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Fault History [3]	9-Igbt Saturation	
eMotor A Fault History [4]	0-NO_FAULT	
eMotor A Fault History [5]	0-NO_FAULT	
eMotor B Shutdown History [0]	0-NO_FAULT	
eMotor B Shutdown History [1]	0-NO_FAULT	
eMotor B Shutdown History [2]	0-NO_FAULT	
eMotor B Fault History [0]	0-NO_FAULT	
eMotor B Fault History [1]	0-NO_FAULT	
eMotor B Fault History [2]	0-NO_FAULT	
eMotor B Fault History [3]	0-NO_FAULT	
eMotor B Fault History [4]	0-NO_FAULT	
eMotor B Fault History [5]	0-NO_FAULT	
eMotor A FA Speed or Position Fault Active	False	
eMotor A FA Motor Temperature Fault Active	False	
eMotor A FA inverter Temperature A Fault Active	False	
eMotor A FA inverter Temperature B Fault Active	False	
eMotor A FA inverter Temperature C Fault Active	False	
eMotor A FA DC Current Fault Active	False	
eMotor A FA DC Voltage Fault Active	False	
eMotor A FA Acceleration Fault Active	False	
eMotor A FA Rotor Temperature Fault Active	False	
eMotor A FA Capacitor Temperature Fault active	False	
eMotor A FA Current Sensor A Fault Active	False	
eMotor A FA Current Sensor B Fault Active	False	
eMotor A FA Current Sensor C Fault Active	False	
eMotor A FA Postion Sensor Fault Active	False	
eMotor A FA DC Voltage Out of Range Fault Active	False	
eMotor A FA Reserved	Undefined	
eMotor B FA Speed or Position Fault Active	False	
eMotor B FA Motor Temperature Fault Active	False	
eMotor B FA Inverter Temperature A Fault Active	False	
eMotor B FA Inverter Temperature B Fault Active	False	
eMotor B FA Inverter Temperature C Fault Active	False	
eMotor B FA HV input Current Fault Active	False	
eMotor B FA HV Input Voltage Fault Active	False	
eMotor B FA Acceleration Fault Active	False	
eMotor B FA Rotor Temperature Fault Active	False	
eMotor B FA Capacitor Temperature Fault Active	False	
eMotor B FA Current Sensor A Fault Active	False	

eMotor B FA Current Sensor B Fault Active	False	
eMotor B FA Current Sensor C Fault Active	False	
eMotor B FA Position Sensor Fault Active	False	
eMotor B FA DC Voltage Out of Range Fault Active	False	
eMotor B FA Reserved	Undefined	
eMotor A Current Ia Max	0.55	A
eMotor A Current Ia Min	-0.90	A
eMotor A Current Ib Max	-0.10	A
eMotor A Current Ib Min	-1.10	A
eMotor A Current Ic Max	-0.45	A
eMotor A Current Ic Min	-1.90	A
eMotor A Current Id Max	0.65	A
eMotor A Current Id Min	-0.50	A
eMotor A Current Iq Max	0.90	A
eMotor A Current Iq Min	-0.30	A
eMotor A Current Sum Max	-0.45	A
eMotor A Current Sum Min	-2.90	A
eMotor A HV Input voltage Max	0.08	Volts
eMotor A HV Input voltage Min	0.00	Volts
eMotor A speed max mrads	1.9375	rad/s
eMotor A speed min mrads	-2.0625	rad/s
eMotor B Current Ia Max	1.30	A
eMotor B Current Ia Min	-1.25	A
eMotor B Current Ib Max	0.10	A
eMotor B Current Ib Min	-1.85	A
eMotor B Current Ic Max	0.15	A
eMotor B Current Ic Min	-1.85	A
eMotor B Current Id Max	0.50	A
eMotor B Current Id Min	0.30	A
eMotor B Current Iq Max	0.05	A
eMotor B Current Iq Min	-0.05	A
eMotor B current Sum Max	0.55	A
eMotor B current sum Min	-3.95	A
eMotor B HV Input Voltage Max	0.08	Volts
eMotor B HV Input Voltage Min	0.00	Volts
eMotor B speed Max mrads	0.1875	rad/s
eMotor B speed Min mrads	-0.1875	rad/s
eMotor A Current Ia Offset	0.10	A
eMotor A Current Ib Offset	0.65	A
eMotor A Current Ic Offset	1.50	A
eMotor B Current Ia Offset	0.10	A
eMotor B Current Ib Offset	0.65	A
eMotor B Current Ic Offset	1.50	A
eMotor A HV Battery Voltages	330.70	Volts

eMotor A HV input Voltages	0.00	Volts
eMotor B HV Battery Voltages	330.70	Volts
eMotor B HV input Voltages	0.00	Volts
eMotor A Motoring Torque Limit	39.07	Ft-Lbs
eMotor A Regenerative Torque Limit	-39.07	Ft-Lbs
eMotor B Motoring Torque Limit	0.00	Ft-Lbs
eMotor B Regenerative Torque Limit	0.00	Ft-Lbs
eMotor A Torque command	0.00	Ft-Lbs
eMotor A Torque achieved	0.06	Ft-Lbs
eMotor A speed RPM	0	rpm
eMotor B Torque command	0.00	Ft-Lbs
eMotor B Torque achieved	0.00	Ft-Lbs
eMotor B Speed RPM	0	rpm
eMotor A Temperature Stator	64	°F
eMotor A Temperature Inverter Model	32	°F
eMotor A Temperature Inverter 0	66	°F
eMotor A Temperature Inverter 1	70	°F
eMotor A Temperature Inverter 2	68	°F
eMotor A Temperature Coolant Inlet	32	°F
eMotor A Temperature Coolant Outlet	32	°F
eMotor A Temperature PCB	32	°F
eMotor A Temperature Rotor	32	°F
eMotor A OS Runtime Seconds	75	sec
eMotor B OS Runtime Seconds	75	sec
eMotor B Temperature Stator	63	°F
eMotor B Temperature Inverter Model	32	°F
eMotor B Temperature Inverter 0	68	°F
eMotor B Temperature Inverter 1	66	°F
eMotor B Temperature Inverter 2	66	°F
eMotor B Temperature coolant Inlet	32	°F
eMotor B Temperature coolant outlet	32	°F
eMotor B Temperature PCB	32	°F
eMotor B Temperature Rotor	32	°F
eMotor A Lifetime Over Current w/o Over Voltage Events	0	
eMotor A Lifetime Over Current Events	247	
eMotor A Lifetime Over Voltage Events	0	
eMotor A Lifetime Max Voltage	401.18	Volts
eMotor A Lifetime Max Phase Current	575.65	A
eMotor A Lifetime General Retry Events	65	
eMotor A Key Cycle Max Voltage	0.36	Volts
eMotor A Key Cycle Max phase Current	2.40	A
eMotor A Key Cycle General Retry Events	18	
eMotor B Lifetime Over Current w/o Over Voltage Events	0	
eMotor B Lifetime Over Current Events	0	

eMotor B Lifetime Over Voltage Events	0	
eMotor B Lifetime Max Voltage	401.38	Volts
eMotor B Lifetime Max Phase Current	710.70	A
eMotor B Lifetime General retry Events	0	
eMotor B key Cycle max Voltage	1.52	Volts
eMotor B key Cycle max Phase Current	2.35	A
eMotor B key Cycle General Retry Events	0	
eMotor A MTMR Fault Word	00 00 00	
eMotor B MTMR Fault Word	00 00 00	
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	1	
UTC Time - Seconds	15	seconds
ECU Time - Milliseconds	607	ms

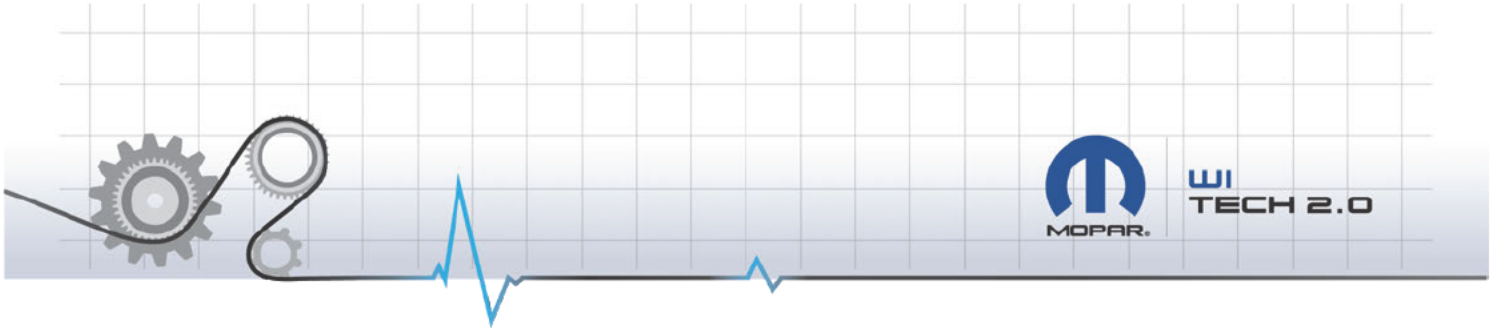
SNAPSHOT DATA SUMMARY

No Snapshot Data available for P0A0A-00

No Snapshot Data available for P1E73-00

No Snapshot Data available for P0A0A-00

No Snapshot Data available for P0A78-00



VEHICLE SCAN REPORT

Vehicle 2021 JEEP WRANGLER(PHEV) 2.0L I4 DOHC DI TURBO PHEV ENGINE
VIN [redacted]
Odometer 10335.6 miles
Publication Date Mar 30, 2022, 11:34:24 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
TCM	Transmission Control Module	CAN-C	68478030AL	[redacted]		68478030AL
PCM	Powertrain Control Module	CAN-C	68477593AL			68477593AL
ICS	Integrated Center Stack	CAN-I	6SX94DX9AD			6SX94DX9AD
TPM	Tire Pressure Monitor	CAN-C	68411061AE			68411061AE
RFH	Radio Frequency Hub	CAN-C	68449371AC			68449371AC
ESM	Electronic Shifter	CAN-C	04670716AC			04670716AC
DTCM	Drive Train Control Module	CAN-C	68443547AE			68443547AE
ORC	Occupant Restraint	CAN-C	68437715AC			68437715AC
EPS	Electric Power Steering	CAN-C	68529427AB			68529427AB
HVAC	Heat, Ventilation and A/C	CAN-I	68496562AC			68496562AC
CSWM	Comfort Seat Wheel Module	CAN-I	68510873AA			68510873AA
PTCM	Power Top Control Module	CAN-I	68371772AB			68371772AB
AMP	Amplifier	CAN-I	68434945AB			68434945AB
IPC	Instrument Panel Cluster	CAN-C	68499481AD			68499481AD
PTS	Parktronics	CAN-C	68441031AC			68441031AC
SCCM	Steering Column Control Module	CAN-C	68526258AA			68526258AA
BCM	Body Controller	CAN-C	68496169AD			68496168AD
RADIO	Radio	CAN-I	68472587AI			68472587AI
OCM	Occupant Classification	CAN-C	68403128AA			68403128AA

LBSS	Left Blind Spot Sensor	CAN-I	68454896AA	[redacted]	68454896AA
RBSS	Right Blind Spot Sensor	CAN-I	68454896AA		68454896AA
BPCM	Battery Pack Control Module	CAN-C	05193168AF		05193168AF
HCP	Hybrid Control Processor	CAN-C	68451035AP		68451035AP
AHCP	Auxiliary Hybrid Control Processor	CAN-C	68498791AP		68498791AP
ABSO	Anti Lock Brakes OBD	CAN-C	68395967AM		68395967AM
SGW	Security Gateway Module	CAN-C	68488416AB		68488416AB
DPDM	Driver Presence Detection Module	CAN-C	68403129AA		68403129AA
IDCM	Integrated Dual Charge Module	CAN-C	05185035AM		05185035AM

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
TCM	USA / USA	13 05 0E	15 06 00	4700	95149260
PCM	USA	1D 47	21 16 01	4928	381F3C84
ICS	USA	10 1E 00	14 13 00	4802	
TPM	USA	0E 23 00	13 09 05	4110	
RFH	USA / USA	10 31 00	14 1C 00	4603	
ESM	USA	13 0C 00	12 2A 00	4322	
DTCM	USA	11 22 00	14 27 01	4501	
ORC	USA	12 23 00	13 04 01	4501	
EPS	USA	10 13 00	14 24 DC	4005	
HVAC	USA	13 20 00	14 18 01	4420	
CSWM	USA	10 2B 00	14 08 00	4202	
PTCM	USA	11 1A 21	12 12 60	4101	
AMP	USA	18 2E 01	14 0D 00	4030	
IPC	USA	17 17 01	14 24 01	4805	
PTS	USA	10 32 01	13 24 03	4401	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	14 1D 50	4625	
RADIO	USA	15 12 14	15 12 14	8205	
OCM	USA	11 31 01	11 07 04	4060	
LBSS	USA	11 23 01	12 25 00	4204	
RBSS	USA	11 23 01	12 25 00	4204	
BPCM	Rest of world / ROW	13 0C 04	14 28 46	5700	3C34C4BA
HCP	USA	14 26 03	15 0B 01	5403	E3A3221C 0110E996 00000000
AHCP	USA	14 26 03	14 06 01	5600	
ABSO	USA	15 02 00	15 02 02	4300	1C5C3234

SGW		5	955	4103	
DPDM	USA	11 31 01	11 0F 04	4510	
IDCM	USA	14 1D 00	14 32 00	4000	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
TCM	P1B13-00	Park-By-Wire - Unintended Out of Park Position-	Stored
TCM	P07E4-00	Unable to Engage Park-	Active
PCM	P0113	Intake Air Temperature Sensor 1 Circuit High	Active
PCM	P232A	TCM Request - Forced Engine Shutdown	Stored
PCM	U0594	Implausible Data Received From Hybrid Control Module	Stored
DTCM	U0594-00	Implausible Data Received From Hybrid Control Module "A"-	Stored
RADIO	U0002-00	CAN C Bus Off Performance-	Stored
BPCM	P0AA6-00	Hybrid Battery Voltage System Isolation Fault-	Active
HCP	P0A2F-00	Drive Motor A Over Temperature-	Stored
HCP	P0A78-00	Drive Motor A Inverter Performance-	Active
HCP	P0A92-00	Hybrid Generator Performance-	Active
HCP	P0BE6-00	Drive Motor A Inverter Phase U Current Sensor Circuit Performance-	Stored
HCP	P0BEA-00	Drive Motor A Inverter Phase V Current Sensor Circuit Performance-	Stored
HCP	P0BEE-00	Drive Motor A Inverter Phase W Current Sensor Circuit Performance-	Stored
HCP	P16F9-00	HCP Internal - Shutdown Performance-	Stored
ABSO	U0594-00	Implausible Data Received From Hybrid Control Module "A"-	Stored

ENVIRONMENTAL DATA SUMMARY

TCM | P1B13-00 | Stored | Park-By-Wire - Unintended Out of Park Position-

NAME	VALUE	UNITS
DTC	1B 13 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	202461	miles
Most Recent Odometer Value	202312	miles
Frequency Counter	3	
Ignition Cycle Counter	0	

TCM | P07E4-00 | Active | Unable to Engage Park-

NAME	VALUE	UNITS
DTC	07 E4 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	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	202281	miles
Most Recent Odometer Value	202281	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

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

NAME	VALUE	UNITS
Number of DTC	1	
DTC	01 13	
DTC Readiness Flag	Not Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Odometer	10160.7	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 | P232A | Stored | TCM Request - Forced Engine Shutdown

NAME	VALUE	UNITS
Number of DTC	1	
DTC	23 2A	
DTC Readiness Flag	Not Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Odometer	10160.7	miles
Accumulation Timer	7	minutes
Ignition Key Cycles	1	
Starts Since Set Counter	1	
Key Cycles Since DTC Last Set Counter	2	

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	10160.7	miles
Accumulation Timer	20	minutes
Ignition Key Cycles	1	
Starts Since Set Counter	1	
Key Cycles Since DTC Last Set Counter	2	
Warm Up Cycles	0	
Good Trip Counter	0	

DTCM | U0594-00 | Stored | Implausible Data Received From Hybrid Control Module "A"-

NAME	VALUE	UNITS
DTC	C5 94 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	
DTC Extended Data Record Number - All	01	
Occurrence flag	Occurrence	
Original Odometer Value	10330	miles
Most Recent Odometer Value	10330	miles
Frequency Counter	137	
Ignition Cycle Counter	3	

RADIO | U0002-00 | Stored | CAN C Bus Off Performance-

NAME	VALUE	UNITS
DTCTable	C0 02 00	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	

Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	10330	miles
Most Recent Odometer Value	10330	miles
Frequency Counter	1	
Ignition Counter	4	
RDI $6080	60 80	
Event Counter	60	

BPCM | P0AA6-00 | Active | Hybrid Battery Voltage System Isolation Fault-

NAME	VALUE	UNITS
DTC	0A A6 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	Error	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
FoM - for this DTC (lifetime fails)	1	events
FoM - for this DTC (lifetime fails counts on pass)	12.0000	seconds
FoM - for this DTC (lifetime longest fail on pass)	6.000	seconds
Battery Total Time Awake	31498346	seconds
Key in Ignition	Key_Def	
EPT -WakeUp	Sourced	
HCP Contactor Command	CLS	
Qualified Contactor Command - QCC	Close	
Verified Contactor Command - VCC	Close	
Contactor Status	Closed	
Plug in Status	Not plugged in	
Balance Mode	False	
Vehicle Speed	0.0	MPH
System (12) Volts at time of fault	14.232	Volts
Battery Lifetime AmpHrs of Charge	5594.1	AHr
Battery Lifetime AmpHrs of DisCharge	5596.0	AHr
HVIL Status -Vehicle	PASS	

Cycles left to self heal	255	No Unit
HV Battery Charge Power 2sec	71040	watts
HV Battery Charge Power 10sec	71040	watts
HV Battery Discharge Power 2sec	84348	watts
HV Battery Discharge Power 10sec	69012	watts
Key - DriveRdy (CAN)	False	
Battery Lifetime Number Of Closes	2785	
Battery Full AmpHr Capacity	49.5	AmpHrs
Battery Cell Voltage Maximum	3464	mV
Battery Cell Voltage Minimum	3451	mV
Battery Cell Voltage Average	3457	mV
Battery Temperature Maximum Module	-26567	°F
Battery Temperature Minimum Module	-26693	°F
Battery Temperature Average Module	-50193	°F
Battery Temperature Number of Failing Sensors	00	
DTC Extended Data Record Number - All	01	
DTC Extended Data Record Number - 2	02	
HV Battery Charge Power 30sec	71040	watts
HV Battery Discharge Power 30sec	30162	watts
Key Position	Ignition Status: Locked	
SOC	13.7	%
HV Bat SOH-R	86.7	%
HV Bat SOH-C	99.6	%
Cell Impedance Max Discharge	1.114	mOhms
Cell Impedance Min Discharge	1.027	mOhms
HVIL Status - Battery pack	PASS	
HVIL PWM Duty Cycle source - Vehicle	49.8	%
HVIL PWM Duty Cycle Sink - Battery	49.8	%
HVIL PWM Duty Cycle Source - Battery	49.8	%
HVIL PWM Duty Cycle Sink - Battery	49.8	%
HVIL PWM Frequency source - Vehicle	88.0	Hz
HVIL PWM Frequency Sink - Vehicle	88.0	Hz
HVIL PWM Frequency Source - Battery	88.0	Hz
HVIL PWM Frequency Sink - Battery	88.0	Hz
HVIL Returned current - Vehicle	1.50	mA
HVIL Returned current - Battery	1.40	mA
Battery Cell Highest Cell number	83	
Battery Cell Lowest Cell number	48	
HV Battery Current Sensor Primary	-5.00	Amps
HV Battery Current Sensor Secondary	-6.75	Amps
HV Battery Current HVBatCrnt	-5.00	Amps
HV Battery Voltage (cell sum)	331.90	Volts
HV Battery Voltage (Module Sum)	332.00	Volts
HV Sensor-Pack Voltage	331.90	Volts

HV Sensor -DC Link Voltage	331.70	Volts
HV Sensor -main fuse Voltage	326.90	Volts
HV Sensor- IDCM fuse Voltage	326.90	Volts
HV Sensor - Heater fuse Voltage	326.90	Volts
Battery Temperature Highest Sensor number	46	
Battery Temperature Lowest Sensor number	46	
HV Cooling Battery coolant inlet temp	-58823	°F
HV Cooling Battery coolant outlet temp	-26673	°F
BPCM temperature max	10632	°F
BPCM temperature min	7435	°F
Vehicle Isolation Impedance (Positive side)	25.104	Mega Ohms
Vehicle Isolation Impedance (Negative side)	25.104	Mega Ohms
Vehicle Isolation Impedance (Equivalent)	25.088	Mega Ohms
Battery Isolation Impedance (Positive side)	0.000	Mega Ohms
Battery Isolation Impedance (Negative side)	0.000	Mega Ohms
Battery Isolation Impedance (Equivalent)	0.230	Mega Ohms
Cn Pin Open	Fail	
Cn Short to SWn	Fail	
Auxiliary channel 1 Pin Open	Fail	
Auxiliary channel 2 Pin Open	PASS	
Measured result difference between Alternative path and Primary path is out of range	PASS	
Balancing Swtich Short	PASS	
Balancing Swtich Open	PASS	
Alternate reference voltage is out of range	PASS	
Vaa voltage is out of range	Fail	
Level-shift amplifier offset voltage is out of range	Fail	
Stuck ADC output bits verification with zero-scale	PASS	
Stuck ADC output bits verification with full-scale	PASS	
Multiplexer Open/Short verification with single HVMUX test current source	PASS	
Multiplexer Open/Short verification with both HVMUX test current sources	PASS	
Measured result difference between Module voltage and Cell voltage summation	PASS	
Vhv - Vdcin > Vhvov	Fail	
Vhv < Vhvuv	PASS	
Die Temperature is over the upper limit	Fail	
Scanning for cell information is not complete	Fail	
ADC Data Path error	PASS	
Packet Error Check	Fail	
Power-on reset event occurred	PASS	
32kHz oscillator frequency is not within +/-5% of its expected value	PASS	
Same as Alrtosc1(redundant alert)	PASS	
Die Temperature is over the upper limit	PASS	
Module number addressing is fail	PASS	
Alive counter is not matched to the exepected value	PASS	
PEC Bits in Data-check byte error	PASS	

Vhv - V12 is too low	Fail	
Transmit data is not equal to read back data	PASS	
Engine Speed	270	rpm
Accelerator position	0.0	%
GPS_Date - Year		Year
GPS_Date - Month		
GPS_Date - Day		Days
UTC_Time - Hours		Hours
UTC_Time - Minutes		
UTC_Time - Seconds		seconds

HCP | P0A2F-00 | Stored | Drive Motor A Over Temperature-

NAME	VALUE	UNITS
DTC	0A 2F 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	
DTC Extended Data Record Number	10	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	Power Up	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978779520	sec
RAM stamps keyOn	45	sec
RAM Stamps	39389	Min
Accelerator Pedal Position	0	%
Engine Coolant Temperature	100	°F
Engine Speed	1390	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	14.328	Volts
Battery Feed Voltage 2 Sense	14.400	Volts
Battery Feed Voltage 3 Sense	14.328	Volts
Internal EPS Voltage Sense A	8.856	Volts
Internal EPS Voltage Sense B	8.856	Volts

Hybrid System State	Propulsion System Active	
Outside Air Temperature	41.0	°F
Ignition State	Reserved	
Propulsion System Active	True	
HV Contactor Status	Closed	
APM Status	Buck CV	
Impact Event	False	
PRND Position Display	P	
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
eMotor A Shutdown History [0]	19-Phase A Current Sensor Offset Range	
eMotor A Shutdown History [1]	22-Phase B Current Sensor Offset Range	
eMotor A Shutdown History [2]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [0]	19-Phase A Current Sensor Offset Range	
eMotor A Fault History [1]	22-Phase B Current Sensor Offset Range	
eMotor A Fault History [2]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [3]	165-False Inverter Status To HCP	
eMotor A Fault History [4]	491-RESERVED	
eMotor A Fault History [5]	493-RESERVED	
eMotor B Shutdown History [0]	0-NO_FAULT	
eMotor B Shutdown History [1]	0-NO_FAULT	
eMotor B Shutdown History [2]	0-NO_FAULT	
eMotor B Fault History [0]	0-NO_FAULT	
eMotor B Fault History [1]	0-NO_FAULT	
eMotor B Fault History [2]	0-NO_FAULT	
eMotor B Fault History [3]	0-NO_FAULT	
eMotor B Fault History [4]	0-NO_FAULT	
eMotor B Fault History [5]	0-NO_FAULT	
eMotor A FA Speed or Position Fault Active	False	
eMotor A FA Motor Temperature Fault Active	False	
eMotor A FA inverter Temperature A Fault Active	False	
eMotor A FA inverter Temperature B Fault Active	False	
eMotor A FA inverter Temperature C Fault Active	False	
eMotor A FA DC Current Fault Active	True	
eMotor A FA DC Voltage Fault Active	False	
eMotor A FA Acceleration Fault Active	False	
eMotor A FA Rotor Temperature Fault Active	True	
eMotor A FA Capacitor Temperature Fault active	True	
eMotor A FA Current Sensor A Fault Active	True	
eMotor A FA Current Sensor B Fault Active	True	
eMotor A FA Current Sensor C Fault Active	True	
eMotor A FA Postion Sensor Fault Active	False	
eMotor A FA DC Voltage Out of Range Fault Active	False	
eMotor A FA Reserved	Undefined	

eMotor B FA Speed or Position Fault Active	False	
eMotor B FA Motor Temperature Fault Active	False	
eMotor B FA Inverter Temperature A Fault Active	False	
eMotor B FA Inverter Temperature B Fault Active	False	
eMotor B FA Inverter Temperature C Fault Active	False	
eMotor B FA HV input Current Fault Active	False	
eMotor B FA HV Input Voltage Fault Active	False	
eMotor B FA Acceleration Fault Active	False	
eMotor B FA Rotor Temperature Fault Active	False	
eMotor B FA Capacitor Temperature Fault Active	False	
eMotor B FA Current Sensor A Fault Active	False	
eMotor B FA Current Sensor B Fault Active	False	
eMotor B FA Current Sensor C Fault Active	False	
eMotor B FA Position Sensor Fault Active	False	
eMotor B FA DC Voltage Out of Range Fault Active	False	
eMotor B FA Reserved	Undefined	
eMotor A Current Ia Max	207.70	A
eMotor A Current Ia Min	-106.50	A
eMotor A Current Ib Max	269.05	A
eMotor A Current Ib Min	-114.35	A
eMotor A Current Ic Max	173.00	A
eMotor A Current Ic Min	-249.60	A
eMotor A Current Id Max	-46.15	A
eMotor A Current Id Min	-251.95	A
eMotor A Current Iq Max	73.80	A
eMotor A Current Iq Min	-125.65	A
eMotor A Current Sum Max	2.90	A
eMotor A Current Sum Min	-1.80	A
eMotor A HV Input voltage Max	321.88	Volts
eMotor A HV Input voltage Min	315.86	Volts
eMotor A speed max mrads	-2048.0000	rad/s
eMotor A speed min mrads	-2048.0000	rad/s
eMotor B Current Ia Max	0.90	A
eMotor B Current Ia Min	-1.20	A
eMotor B Current Ib Max	1.30	A
eMotor B Current Ib Min	-1.30	A
eMotor B Current Ic Max	0.75	A
eMotor B Current Ic Min	-0.75	A
eMotor B Current Id Max	0.05	A
eMotor B Current Id Min	-0.05	A
eMotor B Current Iq Max	0.05	A
eMotor B Current Iq Min	-0.05	A
eMotor B current Sum Max	1.85	A
eMotor B current sum Min	-2.30	A

eMotor B HV Input Voltage Max	318.92	Volts
eMotor B HV Input Voltage Min	318.18	Volts
eMotor B speed Max mrads	0.1875	rad/s
eMotor B speed Min mrads	-0.1875	rad/s
eMotor A Current Ia Offset	-89.75	A
eMotor A Current Ib Offset	-92.90	A
eMotor A Current Ic Offset	185.65	A
eMotor B Current Ia Offset	-89.75	A
eMotor B Current Ib Offset	-92.90	A
eMotor B Current Ic Offset	185.65	A
eMotor A HV Battery Voltages	318.50	Volts
eMotor A HV input Voltages	318.36	Volts
eMotor B HV Battery Voltages	318.50	Volts
eMotor B HV input Voltages	318.46	Volts
eMotor A Motoring Torque Limit	0.00	Ft-Lbs
eMotor A Regenerative Torque Limit	0.00	Ft-Lbs
eMotor B Motoring Torque Limit	179.35	Ft-Lbs
eMotor B Regenerative Torque Limit	0.00	Ft-Lbs
eMotor A Torque command	0.00	Ft-Lbs
eMotor A Torque achieved	-10.27	Ft-Lbs
eMotor A speed RPM	3344	rpm
eMotor B Torque command	0.00	Ft-Lbs
eMotor B Torque achieved	0.00	Ft-Lbs
eMotor B Speed RPM	0	rpm
eMotor A Temperature Stator	327	°F
eMotor A Temperature Inverter Model	32	°F
eMotor A Temperature Inverter 0	75	°F
eMotor A Temperature Inverter 1	75	°F
eMotor A Temperature Inverter 2	82	°F
eMotor A Temperature Coolant Inlet	32	°F
eMotor A Temperature Coolant Outlet	32	°F
eMotor A Temperature PCB	32	°F
eMotor A Temperature Rotor	32	°F
eMotor A OS Runtime Seconds	42	sec
eMotor B OS Runtime Seconds	41	sec
eMotor B Temperature Stator	41	°F
eMotor B Temperature Inverter Model	32	°F
eMotor B Temperature Inverter 0	57	°F
eMotor B Temperature Inverter 1	55	°F
eMotor B Temperature Inverter 2	52	°F
eMotor B Temperature coolant Inlet	32	°F
eMotor B Temperature coolant outlet	32	°F
eMotor B Temperature PCB	32	°F
eMotor B Temperature Rotor	32	°F

eMotor A Lifetime Over Current w/o Over Voltage Events	0	
eMotor A Lifetime Over Current Events	247	
eMotor A Lifetime Over Voltage Events	0	
eMotor A Lifetime Max Voltage	401.18	Volts
eMotor A Lifetime Max Phase Current	575.65	A
eMotor A Lifetime General Retry Events	63	
eMotor A Key Cycle Max Voltage	336.30	Volts
eMotor A Key Cycle Max phase Current	301.20	A
eMotor A Key Cycle General Retry Events	9	
eMotor B Lifetime Over Current w/o Over Voltage Events	0	
eMotor B Lifetime Over Current Events	0	
eMotor B Lifetime Over Voltage Events	0	
eMotor B Lifetime Max Voltage	401.38	Volts
eMotor B Lifetime Max Phase Current	710.70	A
eMotor B Lifetime General retry Events	0	
eMotor B key Cycle max Voltage	337.02	Volts
eMotor B key Cycle max Phase Current	292.45	A
eMotor B key Cycle General Retry Events	0	
eMotor A MTMR Fault Word	00 00 00	
eMotor B MTMR Fault Word	00 00 00	
GPS Date - Year	58887	Year
GPS Date - Month	3	
GPS Date - Day	30	Days
UTC Time - Hours	14	Hours
UTC Time - Minutes	38	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	506	ms

HCP | P0A78-00 | Active | Drive Motor A Inverter Performance-

NAME	VALUE	UNITS
DTC	0A 78 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	
DTC Extended Data Record Number	10	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	4	

Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	Power Up	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978778880	sec
RAM stamps keyOn	120	sec
RAM Stamps	39388	Min
Accelerator Pedal Position	0	%
Engine Coolant Temperature	100	°F
Engine Speed	0	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	12.528	Volts
Battery Feed Voltage 2 Sense	12.528	Volts
Battery Feed Voltage 3 Sense	12.456	Volts
Internal EPS Voltage Sense A	8.856	Volts
Internal EPS Voltage Sense B	8.856	Volts
Hybrid System State	SNA	
Outside Air Temperature	39.2	°F
Ignition State	Ignition Lock	
Propulsion System Active	False	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
PRND Position Display	P	
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	7	Days
eMotor A Shutdown History [0]	0-NO_FAULT	
eMotor A Shutdown History [1]	0-NO_FAULT	
eMotor A Shutdown History [2]	0-NO_FAULT	
eMotor A Fault History [0]	151-Motor Derate Under Threshold Maturation	
eMotor A Fault History [1]	5-Motor Temperature Sensor Derate	
eMotor A Fault History [2]	19-Phase A Current Sensor Offset Range	
eMotor A Fault History [3]	22-Phase B Current Sensor Offset Range	
eMotor A Fault History [4]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [5]	491-RESERVED	
eMotor B Shutdown History [0]	0-NO_FAULT	
eMotor B Shutdown History [1]	0-NO_FAULT	
eMotor B Shutdown History [2]	0-NO_FAULT	
eMotor B Fault History [0]	0-NO_FAULT	
eMotor B Fault History [1]	0-NO_FAULT	
eMotor B Fault History [2]	0-NO_FAULT	
eMotor B Fault History [3]	0-NO_FAULT	
eMotor B Fault History [4]	0-NO_FAULT	

eMotor B Fault History [5]	0-NO_FAULT	
eMotor A FA Speed or Position Fault Active	False	
eMotor A FA Motor Temperature Fault Active	False	
eMotor A FA inverter Temperature A Fault Active	False	
eMotor A FA inverter Temperature B Fault Active	False	
eMotor A FA inverter Temperature C Fault Active	False	
eMotor A FA DC Current Fault Active	False	
eMotor A FA DC Voltage Fault Active	False	
eMotor A FA Acceleration Fault Active	False	
eMotor A FA Rotor Temperature Fault Active	False	
eMotor A FA Capacitor Temperature Fault active	False	
eMotor A FA Current Sensor A Fault Active	False	
eMotor A FA Current Sensor B Fault Active	False	
eMotor A FA Current Sensor C Fault Active	False	
eMotor A FA Postion Sensor Fault Active	False	
eMotor A FA DC Voltage Out of Range Fault Active	False	
eMotor A FA Reserved	Undefined	
eMotor B FA Speed or Position Fault Active	False	
eMotor B FA Motor Temperature Fault Active	False	
eMotor B FA Inverter Temperature A Fault Active	False	
eMotor B FA Inverter Temperature B Fault Active	False	
eMotor B FA Inverter Temperature C Fault Active	False	
eMotor B FA HV input Current Fault Active	False	
eMotor B FA HV Input Voltage Fault Active	False	
eMotor B FA Acceleration Fault Active	False	
eMotor B FA Rotor Temperature Fault Active	False	
eMotor B FA Capacitor Temperature Fault Active	False	
eMotor B FA Current Sensor A Fault Active	False	
eMotor B FA Current Sensor B Fault Active	False	
eMotor B FA Current Sensor C Fault Active	False	
eMotor B FA Position Sensor Fault Active	False	
eMotor B FA DC Voltage Out of Range Fault Active	False	
eMotor B FA Reserved	Undefined	
eMotor A Current Ia Max	205.65	A
eMotor A Current Ia Min	-98.95	A
eMotor A Current Ib Max	263.15	A
eMotor A Current Ib Min	-107.90	A
eMotor A Current Ic Max	166.45	A
eMotor A Current Ic Min	-250.85	A
eMotor A Current Id Max	-43.35	A
eMotor A Current Id Min	-245.55	A
eMotor A Current Iq Max	72.10	A
eMotor A Current Iq Min	-126.05	A
eMotor A Current Sum Max	3.10	A

eMotor A Current Sum Min	-2.55	A
eMotor A HV Input voltage Max	330.40	Volts
eMotor A HV Input voltage Min	329.98	Volts
eMotor A speed max mrads	-2048.0000	rad/s
eMotor A speed min mrads	-2048.0000	rad/s
eMotor B Current Ia Max	0.50	A
eMotor B Current Ia Min	-2.00	A
eMotor B Current Ib Max	1.60	A
eMotor B Current Ib Min	-1.45	A
eMotor B Current Ic Max	1.10	A
eMotor B Current Ic Min	-1.90	A
eMotor B Current Id Max	0.10	A
eMotor B Current Id Min	-0.05	A
eMotor B Current Iq Max	0.45	A
eMotor B Current Iq Min	-0.10	A
eMotor B current Sum Max	1.75	A
eMotor B current sum Min	-4.40	A
eMotor B HV Input Voltage Max	319.56	Volts
eMotor B HV Input Voltage Min	318.10	Volts
eMotor B speed Max mrads	0.2500	rad/s
eMotor B speed Min mrads	-0.1875	rad/s
eMotor A Current Ia Offset	-0.10	A
eMotor A Current Ib Offset	0.20	A
eMotor A Current Ic Offset	0.50	A
eMotor B Current Ia Offset	-0.10	A
eMotor B Current Ib Offset	0.20	A
eMotor B Current Ic Offset	0.50	A
eMotor A HV Battery Voltages	318.60	Volts
eMotor A HV input Voltages	319.18	Volts
eMotor B HV Battery Voltages	318.60	Volts
eMotor B HV input Voltages	318.86	Volts
eMotor A Motoring Torque Limit	0.16	Ft-Lbs
eMotor A Regenerative Torque Limit	-0.16	Ft-Lbs
eMotor B Motoring Torque Limit	179.37	Ft-Lbs
eMotor B Regenerative Torque Limit	-179.54	Ft-Lbs
eMotor A Torque command	0.00	Ft-Lbs
eMotor A Torque achieved	0.03	Ft-Lbs
eMotor A speed RPM	2	rpm
eMotor B Torque command	0.00	Ft-Lbs
eMotor B Torque achieved	0.00	Ft-Lbs
eMotor B Speed RPM	0	rpm
eMotor A Temperature Stator	417	°F
eMotor A Temperature Inverter Model	32	°F
eMotor A Temperature Inverter 0	46	°F

eMotor A Temperature Inverter 1	50	°F
eMotor A Temperature Inverter 2	52	°F
eMotor A Temperature Coolant Inlet	32	°F
eMotor A Temperature Coolant Outlet	32	°F
eMotor A Temperature PCB	32	°F
eMotor A Temperature Rotor	32	°F
eMotor A OS Runtime Seconds	109	sec
eMotor B OS Runtime Seconds	109	sec
eMotor B Temperature Stator	32	°F
eMotor B Temperature Inverter Model	32	°F
eMotor B Temperature Inverter 0	46	°F
eMotor B Temperature Inverter 1	45	°F
eMotor B Temperature Inverter 2	41	°F
eMotor B Temperature coolant Inlet	32	°F
eMotor B Temperature coolant outlet	32	°F
eMotor B Temperature PCB	32	°F
eMotor B Temperature Rotor	32	°F
eMotor A Lifetime Over Current w/o Over Voltage Events	0	
eMotor A Lifetime Over Current Events	247	
eMotor A Lifetime Over Voltage Events	0	
eMotor A Lifetime Max Voltage	401.18	Volts
eMotor A Lifetime Max Phase Current	575.65	A
eMotor A Lifetime General Retry Events	54	
eMotor A Key Cycle Max Voltage	335.38	Volts
eMotor A Key Cycle Max phase Current	325.85	A
eMotor A Key Cycle General Retry Events	26	
eMotor B Lifetime Over Current w/o Over Voltage Events	0	
eMotor B Lifetime Over Current Events	0	
eMotor B Lifetime Over Voltage Events	0	
eMotor B Lifetime Max Voltage	401.38	Volts
eMotor B Lifetime Max Phase Current	710.70	A
eMotor B Lifetime General retry Events	0	
eMotor B key Cycle max Voltage	336.66	Volts
eMotor B key Cycle max Phase Current	364.30	A
eMotor B key Cycle General Retry Events	0	
eMotor A MTMR Fault Word	00 00 00	
eMotor B MTMR Fault Word	00 00 00	
GPS Date - Year	58887	Year
GPS Date - Month	3	
GPS Date - Day	30	Days
UTC Time - Hours	14	Hours
UTC Time - Minutes	27	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	56	ms

HCP | P0A92-00 | Active | Hybrid Generator Performance-

NAME	VALUE	UNITS
DTC	0A 92 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	
DTC Extended Data Record Number	01	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	Power Up	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978781056	sec
RAM stamps keyOn	975	sec
RAM Stamps	39412	Min
Accelerator Pedal Position	0	%
Barometric Pressure	15	PSI
Engine Coolant Temperature	88	°F
Engine Speed	1603	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	14.184	Volts
Battery Feed Voltage 2 Sense	14.184	Volts
Battery Feed Voltage 3 Sense	14.184	Volts
Internal EPS Voltage Sense A	8.856	Volts
Internal EPS Voltage Sense B	8.856	Volts
Hybrid System State	Propulsion System Active	
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	-18.529	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	179.480	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-179.480	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	-18.990	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	-16	AMP
Motor B - Inverter Current - phase B	32	AMP
Motor B - Inverter Current - phase C	-20	AMP
Motor A Resolver Angle	310	Degree
Motor B Resolver Angle	Not Programmed	Degree
Motor A Temp Sensor	66	°F
Motor B Temp Sensor	52	°F
Outside Air Temperature	41.0	°F
Ignition State	Reserved	
HCP ePT Wake-Up Output	Off	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
Propulsion System Active	True	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	333.10	Volts
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	1604.5	rpm
PIM DC Link Voltage - A	333	Volts
PIM DC Link Voltage - B	333	Volts
Inverter A IGBT Temperature for phase A	54	°F
Inverter A IGBT Temperature for phase B	57	°F
Inverter A IGBT Temperature for phase C	57	°F
Inverter B IGBT Temperature for phase A	70	°F
Inverter B IGBT Temperature for phase B	66	°F
Inverter B IGBT Temperature for phase C	64	°F
APM Status	Buck CV	
Impact Event	False	
PRND Position Display	P	
HCP System Shutdown Command	Default	
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
SW Build Release Version	PIM_20B_2008C5_P1P2_HCP_	
HCP SW Version	20B	
High Voltage bus voltage fault status	No fault	
HV Battery Voltage	333	Volts
HV Battery Voltage fault status	No fault	
APM HV Voltage	333	Volts
APM HV Voltage fault status	No fault	
ECH HV Voltage	335	Volts

ECH HV Voltage fault status	No fault	
EAC HV Voltage	324	Volts
EAC HV Voltage fault status	No fault	
HV Battery Contactor Status FA	No fault	
DAP Contactor Open	Do Not Open	
Air PTC Heater HV Voltage	0	Volts
Air PTC Heater HV Voltage Fault Status	No fault	
DBK Heater HV Voltage	332	Volts
DBK Heater HV Voltage Fault Status	No fault	
High Voltage Interlock Status	Interlock Passed	
Engine WarmpUp Cycle Complete	Not Completed	
Charging System Status	Not Charging	
Charging Level	Default	
High Voltage Contactor Control	Closed	
GPS Date - Year	58887	Year
GPS Date - Month	3	
GPS Date - Day	30	Days
UTC Time - Hours	15	Hours
UTC Time - Minutes	3	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	69	ms

HCP | P0BE6-00 | Stored | Drive Motor A Inverter Phase U Current Sensor Circuit Performance-

NAME	VALUE	UNITS
DTC	0B E6 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	
DTC Extended Data Record Number	10	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	3	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	Power Up	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978779456	sec
RAM stamps keyOn	0	sec
RAM Stamps	39389	Min

Accelerator Pedal Position	0	%
Engine Coolant Temperature	97	°F
Engine Speed	385	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	11.160	Volts
Battery Feed Voltage 2 Sense	11.160	Volts
Battery Feed Voltage 3 Sense	11.232	Volts
Internal EPS Voltage Sense A	8.856	Volts
Internal EPS Voltage Sense B	8.856	Volts
Hybrid System State	Inverters Enabled	
Outside Air Temperature	41.0	°F
Ignition State	Ignition Off/ACC	
Propulsion System Active	False	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
PRND Position Display	P	
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
eMotor A Shutdown History [0]	165-False Inverter Status To HCP	
eMotor A Shutdown History [1]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Shutdown History [2]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [0]	165-False Inverter Status To HCP	
eMotor A Fault History [1]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Fault History [2]	9-Igbt Saturation	
eMotor A Fault History [3]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [4]	495-RESERVED	
eMotor A Fault History [5]	19-Phase A Current Sensor Offset Range	
eMotor B Shutdown History [0]	0-NO_FAULT	
eMotor B Shutdown History [1]	0-NO_FAULT	
eMotor B Shutdown History [2]	0-NO_FAULT	
eMotor B Fault History [0]	0-NO_FAULT	
eMotor B Fault History [1]	0-NO_FAULT	
eMotor B Fault History [2]	0-NO_FAULT	
eMotor B Fault History [3]	0-NO_FAULT	
eMotor B Fault History [4]	0-NO_FAULT	
eMotor B Fault History [5]	0-NO_FAULT	
eMotor A FA Speed or Position Fault Active	False	
eMotor A FA Motor Temperature Fault Active	False	
eMotor A FA inverter Temperature A Fault Active	False	
eMotor A FA inverter Temperature B Fault Active	False	
eMotor A FA inverter Temperature C Fault Active	False	

eMotor A FA DC Current Fault Active	True	
eMotor A FA DC Voltage Fault Active	False	
eMotor A FA Acceleration Fault Active	False	
eMotor A FA Rotor Temperature Fault Active	True	
eMotor A FA Capacitor Temperature Fault active	True	
eMotor A FA Current Sensor A Fault Active	True	
eMotor A FA Current Sensor B Fault Active	True	
eMotor A FA Current Sensor C Fault Active	True	
eMotor A FA Postion Sensor Fault Active	False	
eMotor A FA DC Voltage Out of Range Fault Active	False	
eMotor A FA Reserved	Undefined	
eMotor B FA Speed or Position Fault Active	False	
eMotor B FA Motor Temperature Fault Active	False	
eMotor B FA Inverter Temperature A Fault Active	False	
eMotor B FA Inverter Temperature B Fault Active	False	
eMotor B FA Inverter Temperature C Fault Active	False	
eMotor B FA HV input Current Fault Active	False	
eMotor B FA HV Input Voltage Fault Active	False	
eMotor B FA Acceleration Fault Active	False	
eMotor B FA Rotor Temperature Fault Active	False	
eMotor B FA Capacitor Temperature Fault Active	False	
eMotor B FA Current Sensor A Fault Active	False	
eMotor B FA Current Sensor B Fault Active	False	
eMotor B FA Current Sensor C Fault Active	False	
eMotor B FA Position Sensor Fault Active	False	
eMotor B FA DC Voltage Out of Range Fault Active	False	
eMotor B FA Reserved	Undefined	
eMotor A Current Ia Max	0.95	A
eMotor A Current Ia Min	-1.00	A
eMotor A Current Ib Max	1.45	A
eMotor A Current Ib Min	-0.70	A
eMotor A Current Ic Max	0.85	A
eMotor A Current Ic Min	-1.15	A
eMotor A Current Id Max	0.65	A
eMotor A Current Id Min	-0.95	A
eMotor A Current Iq Max	0.70	A
eMotor A Current Iq Min	-0.80	A
eMotor A Current Sum Max	1.80	A
eMotor A Current Sum Min	-1.45	A
eMotor A HV Input voltage Max	323.62	Volts
eMotor A HV Input voltage Min	322.58	Volts
eMotor A speed max mrads	1.8125	rad/s
eMotor A speed min mrads	-2.7500	rad/s
eMotor B Current Ia Max	285.00	A

eMotor B Current Ia Min	-282.15	A
eMotor B Current Ib Max	275.00	A
eMotor B Current Ib Min	-282.45	A
eMotor B Current Ic Max	279.00	A
eMotor B Current Ic Min	-281.45	A
eMotor B Current Id Max	-51.05	A
eMotor B Current Id Min	-56.50	A
eMotor B Current Iq Max	190.30	A
eMotor B Current Iq Min	181.75	A
eMotor B current Sum Max	0.40	A
eMotor B current sum Min	-5.95	A
eMotor B HV Input Voltage Max	319.96	Volts
eMotor B HV Input Voltage Min	318.64	Volts
eMotor B speed Max mrads	79.3750	rad/s
eMotor B speed Min mrads	69.8125	rad/s
eMotor A Current Ia Offset	-59.75	A
eMotor A Current Ib Offset	-69.60	A
eMotor A Current Ic Offset	132.00	A
eMotor B Current Ia Offset	-59.75	A
eMotor B Current Ib Offset	-69.60	A
eMotor B Current Ic Offset	132.00	A
eMotor A HV Battery Voltages	321.60	Volts
eMotor A HV input Voltages	318.82	Volts
eMotor B HV Battery Voltages	321.60	Volts
eMotor B HV input Voltages	318.78	Volts
eMotor A Motoring Torque Limit	39.09	Ft-Lbs
eMotor A Regenerative Torque Limit	-39.09	Ft-Lbs
eMotor B Motoring Torque Limit	178.61	Ft-Lbs
eMotor B Regenerative Torque Limit	-180.68	Ft-Lbs
eMotor A Torque command	0.00	Ft-Lbs
eMotor A Torque achieved	-10.01	Ft-Lbs
eMotor A speed RPM	1540	rpm
eMotor B Torque command	75.04	Ft-Lbs
eMotor B Torque achieved	82.04	Ft-Lbs
eMotor B Speed RPM	732	rpm
eMotor A Temperature Stator	61	°F
eMotor A Temperature Inverter Model	32	°F
eMotor A Temperature Inverter 0	46	°F
eMotor A Temperature Inverter 1	52	°F
eMotor A Temperature Inverter 2	52	°F
eMotor A Temperature Coolant Inlet	32	°F
eMotor A Temperature Coolant Outlet	32	°F
eMotor A Temperature PCB	32	°F
eMotor A Temperature Rotor	32	°F

eMotor A OS Runtime Seconds	3	sec
eMotor B OS Runtime Seconds	3	sec
eMotor B Temperature Stator	41	°F
eMotor B Temperature Inverter Model	32	°F
eMotor B Temperature Inverter 0	72	°F
eMotor B Temperature Inverter 1	70	°F
eMotor B Temperature Inverter 2	66	°F
eMotor B Temperature coolant Inlet	32	°F
eMotor B Temperature coolant outlet	32	°F
eMotor B Temperature PCB	32	°F
eMotor B Temperature Rotor	32	°F
eMotor A Lifetime Over Current w/o Over Voltage Events	0	
eMotor A Lifetime Over Current Events	247	
eMotor A Lifetime Over Voltage Events	0	
eMotor A Lifetime Max Voltage	401.18	Volts
eMotor A Lifetime Max Phase Current	575.65	A
eMotor A Lifetime General Retry Events	54	
eMotor A Key Cycle Max Voltage	336.30	Volts
eMotor A Key Cycle Max phase Current	238.55	A
eMotor A Key Cycle General Retry Events	0	
eMotor B Lifetime Over Current w/o Over Voltage Events	0	
eMotor B Lifetime Over Current Events	0	
eMotor B Lifetime Over Voltage Events	0	
eMotor B Lifetime Max Voltage	401.38	Volts
eMotor B Lifetime Max Phase Current	710.70	A
eMotor B Lifetime General retry Events	0	
eMotor B key Cycle max Voltage	337.02	Volts
eMotor B key Cycle max Phase Current	292.45	A
eMotor B key Cycle General Retry Events	0	
eMotor A MTMR Fault Word	00 00 00	
eMotor B MTMR Fault Word	00 00 00	
GPS Date - Year	58887	Year
GPS Date - Month	3	
GPS Date - Day	30	Days
UTC Time - Hours	14	Hours
UTC Time - Minutes	37	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	650	ms

HCP | P0BEA-00 | Stored | Drive Motor A Inverter Phase V Current Sensor Circuit Performance-

NAME	VALUE	UNITS
DTC	0B EA 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	
DTC Extended Data Record Number	10	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	3	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	Power Up	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978779456	sec
RAM stamps keyOn	0	sec
RAM Stamps	39389	Min
Accelerator Pedal Position	0	%
Engine Coolant Temperature	97	°F
Engine Speed	523	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	11.160	Volts
Battery Feed Voltage 2 Sense	11.160	Volts
Battery Feed Voltage 3 Sense	11.232	Volts
Internal EPS Voltage Sense A	8.856	Volts
Internal EPS Voltage Sense B	8.856	Volts
Hybrid System State	Inverters Enabled	
Outside Air Temperature	41.0	°F
Ignition State	Ignition Off/ACC	
Propulsion System Active	False	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
PRND Position Display	P	
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
eMotor A Shutdown History [0]	165-False Inverter Status To HCP	
eMotor A Shutdown History [1]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Shutdown History [2]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [0]	165-False Inverter Status To HCP	
eMotor A Fault History [1]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Fault History [2]	9-Igbt Saturation	

eMotor A Fault History [3]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [4]	495-RESERVED	
eMotor A Fault History [5]	19-Phase A Current Sensor Offset Range	
eMotor B Shutdown History [0]	0-NO_FAULT	
eMotor B Shutdown History [1]	0-NO_FAULT	
eMotor B Shutdown History [2]	0-NO_FAULT	
eMotor B Fault History [0]	0-NO_FAULT	
eMotor B Fault History [1]	0-NO_FAULT	
eMotor B Fault History [2]	0-NO_FAULT	
eMotor B Fault History [3]	0-NO_FAULT	
eMotor B Fault History [4]	0-NO_FAULT	
eMotor B Fault History [5]	0-NO_FAULT	
eMotor A FA Speed or Position Fault Active	False	
eMotor A FA Motor Temperature Fault Active	False	
eMotor A FA inverter Temperature A Fault Active	False	
eMotor A FA inverter Temperature B Fault Active	False	
eMotor A FA inverter Temperature C Fault Active	False	
eMotor A FA DC Current Fault Active	True	
eMotor A FA DC Voltage Fault Active	False	
eMotor A FA Acceleration Fault Active	False	
eMotor A FA Rotor Temperature Fault Active	True	
eMotor A FA Capacitor Temperature Fault active	True	
eMotor A FA Current Sensor A Fault Active	True	
eMotor A FA Current Sensor B Fault Active	True	
eMotor A FA Current Sensor C Fault Active	True	
eMotor A FA Postion Sensor Fault Active	False	
eMotor A FA DC Voltage Out of Range Fault Active	False	
eMotor A FA Reserved	Undefined	
eMotor B FA Speed or Position Fault Active	False	
eMotor B FA Motor Temperature Fault Active	False	
eMotor B FA Inverter Temperature A Fault Active	False	
eMotor B FA Inverter Temperature B Fault Active	False	
eMotor B FA Inverter Temperature C Fault Active	False	
eMotor B FA HV input Current Fault Active	False	
eMotor B FA HV Input Voltage Fault Active	False	
eMotor B FA Acceleration Fault Active	False	
eMotor B FA Rotor Temperature Fault Active	False	
eMotor B FA Capacitor Temperature Fault Active	False	
eMotor B FA Current Sensor A Fault Active	False	
eMotor B FA Current Sensor B Fault Active	False	
eMotor B FA Current Sensor C Fault Active	False	
eMotor B FA Position Sensor Fault Active	False	
eMotor B FA DC Voltage Out of Range Fault Active	False	
eMotor B FA Reserved	Undefined	

eMotor A Current Ia Max	0.95	A
eMotor A Current Ia Min	-1.00	A
eMotor A Current Ib Max	1.45	A
eMotor A Current Ib Min	-0.70	A
eMotor A Current Ic Max	0.85	A
eMotor A Current Ic Min	-1.15	A
eMotor A Current Id Max	0.65	A
eMotor A Current Id Min	-0.95	A
eMotor A Current Iq Max	0.70	A
eMotor A Current Iq Min	-0.80	A
eMotor A Current Sum Max	1.80	A
eMotor A Current Sum Min	-1.45	A
eMotor A HV Input voltage Max	323.62	Volts
eMotor A HV Input voltage Min	322.58	Volts
eMotor A speed max mrads	1.8125	rad/s
eMotor A speed min mrads	-2.7500	rad/s
eMotor B Current Ia Max	285.00	A
eMotor B Current Ia Min	-282.15	A
eMotor B Current Ib Max	275.00	A
eMotor B Current Ib Min	-282.45	A
eMotor B Current Ic Max	279.00	A
eMotor B Current Ic Min	-281.45	A
eMotor B Current Id Max	-41.20	A
eMotor B Current Id Min	-56.50	A
eMotor B Current Iq Max	190.30	A
eMotor B Current Iq Min	161.40	A
eMotor B current Sum Max	0.40	A
eMotor B current sum Min	-5.95	A
eMotor B HV Input Voltage Max	319.96	Volts
eMotor B HV Input Voltage Min	317.76	Volts
eMotor B speed Max mrads	100.8125	rad/s
eMotor B speed Min mrads	69.8125	rad/s
eMotor A Current Ia Offset	-88.40	A
eMotor A Current Ib Offset	-93.75	A
eMotor A Current Ic Offset	185.10	A
eMotor B Current Ia Offset	-88.40	A
eMotor B Current Ib Offset	-93.75	A
eMotor B Current Ic Offset	185.10	A
eMotor A HV Battery Voltages	321.60	Volts
eMotor A HV input Voltages	318.22	Volts
eMotor B HV Battery Voltages	321.60	Volts
eMotor B HV input Voltages	318.18	Volts
eMotor A Motoring Torque Limit	39.09	Ft-Lbs
eMotor A Regenerative Torque Limit	-39.09	Ft-Lbs

eMotor B Motoring Torque Limit	178.47	Ft-Lbs
eMotor B Regenerative Torque Limit	-180.68	Ft-Lbs
eMotor A Torque command	0.00	Ft-Lbs
eMotor A Torque achieved	-7.43	Ft-Lbs
eMotor A speed RPM	2386	rpm
eMotor B Torque command	61.18	Ft-Lbs
eMotor B Torque achieved	69.01	Ft-Lbs
eMotor B Speed RPM	901	rpm
eMotor A Temperature Stator	61	°F
eMotor A Temperature Inverter Model	32	°F
eMotor A Temperature Inverter 0	50	°F
eMotor A Temperature Inverter 1	54	°F
eMotor A Temperature Inverter 2	54	°F
eMotor A Temperature Coolant Inlet	32	°F
eMotor A Temperature Coolant Outlet	32	°F
eMotor A Temperature PCB	32	°F
eMotor A Temperature Rotor	32	°F
eMotor A OS Runtime Seconds	3	sec
eMotor B OS Runtime Seconds	3	sec
eMotor B Temperature Stator	41	°F
eMotor B Temperature Inverter Model	32	°F
eMotor B Temperature Inverter 0	75	°F
eMotor B Temperature Inverter 1	72	°F
eMotor B Temperature Inverter 2	70	°F
eMotor B Temperature coolant Inlet	32	°F
eMotor B Temperature coolant outlet	32	°F
eMotor B Temperature PCB	32	°F
eMotor B Temperature Rotor	32	°F
eMotor A Lifetime Over Current w/o Over Voltage Events	0	
eMotor A Lifetime Over Current Events	247	
eMotor A Lifetime Over Voltage Events	0	
eMotor A Lifetime Max Voltage	401.18	Volts
eMotor A Lifetime Max Phase Current	575.65	A
eMotor A Lifetime General Retry Events	54	
eMotor A Key Cycle Max Voltage	336.30	Volts
eMotor A Key Cycle Max phase Current	282.05	A
eMotor A Key Cycle General Retry Events	0	
eMotor B Lifetime Over Current w/o Over Voltage Events	0	
eMotor B Lifetime Over Current Events	0	
eMotor B Lifetime Over Voltage Events	0	
eMotor B Lifetime Max Voltage	401.38	Volts
eMotor B Lifetime Max Phase Current	710.70	A
eMotor B Lifetime General retry Events	0	
eMotor B key Cycle max Voltage	337.02	Volts

eMotor B key Cycle max Phase Current	292.45	A
eMotor B key Cycle General Retry Events	0	
eMotor A MTMR Fault Word	00 00 00	
eMotor B MTMR Fault Word	00 00 00	
GPS Date - Year	58887	Year
GPS Date - Month	3	
GPS Date - Day	30	Days
UTC Time - Hours	14	Hours
UTC Time - Minutes	37	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	681	ms

HCP | P0BEE-00 | Stored | Drive Motor A Inverter Phase W Current Sensor Circuit Performance-

NAME	VALUE	UNITS
DTC	0B EE 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	
DTC Extended Data Record Number	10	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles
Frequency Counter	3	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	Power Up	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978779456	sec
RAM stamps keyOn	0	sec
RAM Stamps	39389	Min
Accelerator Pedal Position	0	%
Engine Coolant Temperature	97	°F
Engine Speed	520	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	13	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	11.160	Volts
Battery Feed Voltage 2 Sense	11.160	Volts
Battery Feed Voltage 3 Sense	11.232	Volts
Internal EPS Voltage Sense A	8.856	Volts

Internal EPS Voltage Sense B	8.856	Volts
Hybrid System State	Inverters Enabled	
Outside Air Temperature	41.0	°F
Ignition State	Ignition Off/ACC	
Propulsion System Active	False	
HV Contactor Status	Closed	
APM Status	Off	
Impact Event	False	
PRND Position Display	P	
Distance Travelled with Light ON	0	miles
HV Battery Sleep Time	0	Days
eMotor A Shutdown History [0]	165-False Inverter Status To HCP	
eMotor A Shutdown History [1]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Shutdown History [2]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [0]	165-False Inverter Status To HCP	
eMotor A Fault History [1]	460-Gate Driver Phase Reg Under Voltage Vcc	
eMotor A Fault History [2]	9-Igbt Saturation	
eMotor A Fault History [3]	25-Phase C Current Sensor Offset Range	
eMotor A Fault History [4]	495-RESERVED	
eMotor A Fault History [5]	19-Phase A Current Sensor Offset Range	
eMotor B Shutdown History [0]	0-NO_FAULT	
eMotor B Shutdown History [1]	0-NO_FAULT	
eMotor B Shutdown History [2]	0-NO_FAULT	
eMotor B Fault History [0]	0-NO_FAULT	
eMotor B Fault History [1]	0-NO_FAULT	
eMotor B Fault History [2]	0-NO_FAULT	
eMotor B Fault History [3]	0-NO_FAULT	
eMotor B Fault History [4]	0-NO_FAULT	
eMotor B Fault History [5]	0-NO_FAULT	
eMotor A FA Speed or Position Fault Active	False	
eMotor A FA Motor Temperature Fault Active	False	
eMotor A FA inverter Temperature A Fault Active	False	
eMotor A FA inverter Temperature B Fault Active	False	
eMotor A FA inverter Temperature C Fault Active	False	
eMotor A FA DC Current Fault Active	True	
eMotor A FA DC Voltage Fault Active	False	
eMotor A FA Acceleration Fault Active	False	
eMotor A FA Rotor Temperature Fault Active	True	
eMotor A FA Capacitor Temperature Fault active	True	
eMotor A FA Current Sensor A Fault Active	True	
eMotor A FA Current Sensor B Fault Active	True	
eMotor A FA Current Sensor C Fault Active	True	
eMotor A FA Postion Sensor Fault Active	False	
eMotor A FA DC Voltage Out of Range Fault Active	False	

eMotor A FA Reserved	Undefined	
eMotor B FA Speed or Position Fault Active	False	
eMotor B FA Motor Temperature Fault Active	False	
eMotor B FA Inverter Temperature A Fault Active	False	
eMotor B FA Inverter Temperature B Fault Active	False	
eMotor B FA Inverter Temperature C Fault Active	False	
eMotor B FA HV input Current Fault Active	False	
eMotor B FA HV Input Voltage Fault Active	False	
eMotor B FA Acceleration Fault Active	False	
eMotor B FA Rotor Temperature Fault Active	False	
eMotor B FA Capacitor Temperature Fault Active	False	
eMotor B FA Current Sensor A Fault Active	False	
eMotor B FA Current Sensor B Fault Active	False	
eMotor B FA Current Sensor C Fault Active	False	
eMotor B FA Position Sensor Fault Active	False	
eMotor B FA DC Voltage Out of Range Fault Active	False	
eMotor B FA Reserved	Undefined	
eMotor A Current Ia Max	0.95	A
eMotor A Current Ia Min	-1.00	A
eMotor A Current Ib Max	1.45	A
eMotor A Current Ib Min	-0.70	A
eMotor A Current Ic Max	0.85	A
eMotor A Current Ic Min	-1.15	A
eMotor A Current Id Max	0.65	A
eMotor A Current Id Min	-0.95	A
eMotor A Current Iq Max	0.70	A
eMotor A Current Iq Min	-0.80	A
eMotor A Current Sum Max	1.80	A
eMotor A Current Sum Min	-1.45	A
eMotor A HV Input voltage Max	323.62	Volts
eMotor A HV Input voltage Min	322.58	Volts
eMotor A speed max mrads	1.8125	rad/s
eMotor A speed min mrads	-2.7500	rad/s
eMotor B Current Ia Max	228.25	A
eMotor B Current Ia Min	-213.75	A
eMotor B Current Ib Max	225.35	A
eMotor B Current Ib Min	-218.65	A
eMotor B Current Ic Max	213.20	A
eMotor B Current Ic Min	-237.35	A
eMotor B Current Id Max	-26.85	A
eMotor B Current Id Min	-38.35	A
eMotor B Current Iq Max	147.00	A
eMotor B Current Iq Min	121.85	A
eMotor B current Sum Max	-0.35	A

eMotor B current sum Min	-5.10	A
eMotor B HV Input Voltage Max	318.46	Volts
eMotor B HV Input Voltage Min	316.02	Volts
eMotor B speed Max mrads	130.5000	rad/s
eMotor B speed Min mrads	102.7500	rad/s
eMotor A Current Ia Offset	-111.85	A
eMotor A Current Ib Offset	-114.05	A
eMotor A Current Ic Offset	228.75	A
eMotor B Current Ia Offset	-111.85	A
eMotor B Current Ib Offset	-114.05	A
eMotor B Current Ic Offset	228.75	A
eMotor A HV Battery Voltages	319.20	Volts
eMotor A HV input Voltages	316.18	Volts
eMotor B HV Battery Voltages	319.20	Volts
eMotor B HV input Voltages	316.44	Volts
eMotor A Motoring Torque Limit	39.09	Ft-Lbs
eMotor A Regenerative Torque Limit	-39.09	Ft-Lbs
eMotor B Motoring Torque Limit	177.82	Ft-Lbs
eMotor B Regenerative Torque Limit	-180.68	Ft-Lbs
eMotor A Torque command	0.00	Ft-Lbs
eMotor A Torque achieved	-9.60	Ft-Lbs
eMotor A speed RPM	3036	rpm
eMotor B Torque command	59.54	Ft-Lbs
eMotor B Torque achieved	68.32	Ft-Lbs
eMotor B Speed RPM	1174	rpm
eMotor A Temperature Stator	61	°F
eMotor A Temperature Inverter Model	32	°F
eMotor A Temperature Inverter 0	52	°F
eMotor A Temperature Inverter 1	57	°F
eMotor A Temperature Inverter 2	57	°F
eMotor A Temperature Coolant Inlet	32	°F
eMotor A Temperature Coolant Outlet	32	°F
eMotor A Temperature PCB	32	°F
eMotor A Temperature Rotor	32	°F
eMotor A OS Runtime Seconds	3	sec
eMotor B OS Runtime Seconds	3	sec
eMotor B Temperature Stator	41	°F
eMotor B Temperature Inverter Model	32	°F
eMotor B Temperature Inverter 0	75	°F
eMotor B Temperature Inverter 1	73	°F
eMotor B Temperature Inverter 2	70	°F
eMotor B Temperature coolant Inlet	32	°F
eMotor B Temperature coolant outlet	32	°F
eMotor B Temperature PCB	32	°F

eMotor B Temperature Rotor	32	°F
eMotor A Lifetime Over Current w/o Over Voltage Events	0	
eMotor A Lifetime Over Current Events	247	
eMotor A Lifetime Over Voltage Events	0	
eMotor A Lifetime Max Voltage	401.18	Volts
eMotor A Lifetime Max Phase Current	575.65	A
eMotor A Lifetime General Retry Events	54	
eMotor A Key Cycle Max Voltage	336.30	Volts
eMotor A Key Cycle Max phase Current	287.60	A
eMotor A Key Cycle General Retry Events	0	
eMotor B Lifetime Over Current w/o Over Voltage Events	0	
eMotor B Lifetime Over Current Events	0	
eMotor B Lifetime Over Voltage Events	0	
eMotor B Lifetime Max Voltage	401.38	Volts
eMotor B Lifetime Max Phase Current	710.70	A
eMotor B Lifetime General retry Events	0	
eMotor B key Cycle max Voltage	337.02	Volts
eMotor B key Cycle max Phase Current	292.45	A
eMotor B key Cycle General Retry Events	0	
eMotor A MTMR Fault Word	00 00 00	
eMotor B MTMR Fault Word	00 00 00	
GPS Date - Year	58887	Year
GPS Date - Month	3	
GPS Date - Day	30	Days
UTC Time - Hours	14	Hours
UTC Time - Minutes	37	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	700	ms

HCP | P16F9-00 | Stored | HCP Internal - Shutdown Performance-

NAME	VALUE	UNITS
DTC	16 F9 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number	05	
Occurrence flag	Occurrence	
Original Odometer Value	10335.6	miles
Most Recent Odometer Value	10335.6	miles

Frequency Counter	1	
Ignition Cycle Counter	0	
Microcontroller reset reason - Core 0	Power Up	
Microcontroller reset reason - Core 1	Power Up	
Real time clock	978111360	sec
RAM stamps keyOn	135	sec
RAM Stamps	39373	Min
Accelerator Pedal Position	0	%
Barometric Pressure	40	%
Engine Coolant Temperature	192	°F
Engine Speed	0	rpm
Vehicle Speed	0.0000	MPH
HV Battery SOC	14	%
Brake Switch Status	Not Applied	
Battery Feed Voltage 1 Sense	12.096	Volts
Battery Feed Voltage 2 Sense	12.096	Volts
Battery Feed Voltage 3 Sense	12.168	Volts
Internal EPS Voltage Sense A	0.000	Volts
Internal EPS Voltage Sense B	0.000	Volts
Hybrid System State	SNA	
Actual Torque - Motor A	0.092	Ft-Lbs
Actual Torque - Motor B	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor B	0.000	Ft-Lbs
Available Regen Torque - Motor A	0.000	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	-4	AMP
Motor B - Inverter Current - phase C	-4	AMP
Motor A Resolver Angle	300	Degree
Motor B Resolver Angle	Not Programmed	Degree
Motor A Temp Sensor	140	°F
Motor B Temp Sensor	109	°F
Outside Air Temperature	62.6	°F
Ignition State	Reserved	
HCP ePT Wake-Up Output	Off	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
Propulsion System Active	False	

HV Contactor Status	Open	
HV Battery Voltage from BPCM	180.00	Volts
Electric Motor A Speed	0.0	rpm
Electric Motor B Speed	0.0	rpm
PIM DC Link Voltage - A	0	Volts
PIM DC Link Voltage - B	0	Volts
Inverter A IGBT Temperature for phase A	126	°F
Inverter A IGBT Temperature for phase B	138	°F
Inverter A IGBT Temperature for phase C	131	°F
Inverter B IGBT Temperature for phase A	131	°F
Inverter B IGBT Temperature for phase B	129	°F
Inverter B IGBT Temperature for phase C	127	°F
APM Status	Idle	
Impact Event	False	
PRND Position Display	P	
HCP System Shutdown Command	Default	
PHEV Charging Status	No Charging	
Distance Travelled with Light ON	0	miles
OBCM Operating Mode	Idle	
J1772 Prox Detected State	Prox Detected	
HV Battery Sleep Time	0	Days
Main Processor Reset Source - Core 0	Power Up	
Main Processor Reset Source - Core 1	Power Up	
Static NVM CRC Status	Passed	
Cumulative NVM CRC Status	Passed	
Adaptable NVM CRC Status	Passed	
Preserved NVM CRC Status	Passed	
Expendable NVM CRC Status	Passed	
MCPUninit EEPROM CRC Status	Passed	
MCPInit EEPROM CRC Status	Passed	
BSW EEPROM CRC Status	Passed	
Non Volatile RAM CRC Status	Passed	
HCP - MCPA SPI CRC Error Count	00	
HCP - MCPA SPI ARC Error Count	00	
MCPB - MCPA SPI CRC Error Count	00	
MCPB - MCPA SPI ARC Error Count	00	
MemShare CRC Error Count- Core 0	00	
MemShare ARC Error Count- Core 0	00	
MemShare CRC Error Count- Core 1	04	
MemShare ARC Error Count- Core 1	02	
Main Stack Fault	False	
Main Analog-to-Digital Converter Fault	False	
External Watchdog Fault	False	
MainTPU_Flt	False	

Main Clock Fault	False	
MAIN ALU Fault	False	
MAIN Detected SPI Fault	False	
Main Detected Seed Received In Wrong Order	False	
SPT Status	E6	
Previous SPT Status	SPT_FAILED_NORMAL_OPERATION	
SPT Skipped Occurence Counter	3	
SPT Attempts Counter	22	
GPS Date - Year	5377	Year
GPS Date - Month	Undefined	
GPS Date - Day	1	Days
UTC Time - Hours	70	Hours
UTC Time - Minutes		
UTC Time - Seconds		seconds
ECU Time - Milliseconds		ms

ABSO | U0594-00 | Stored | Implausible Data Received From Hybrid Control Module "A"-

NAME	VALUE	UNITS
DTC	C5 94 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Occurrence flag	Error	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Original Odometer Value	10330	miles
Most Recent Odometer Value	10330	miles
Frequency Counter	255	
Ignition Cycle Counter	3	
Fault Time	49.80	S
Current System Mode	Ignition Run	
Previous System Mode	Engine Running	
Wheel Speed Left Front	0.070	MPH
Rotation Direction Left Front	Invalid	
Wheel Speed Right Front	0.070	MPH
Rotation Direction Right Front	Invalid	
Wheel Speed Left Rear	0.070	MPH
Rotation Direction Left Rear	Invalid	

Wheel Speed Right Rear	0.070	MPH
Rotation Direction Right Rear	Invalid	
Steering Wheel Angle	-148.10	°
Longitudinal Acceleration	-0.52	m/s^2
Yaw Rate	0.49	°/s
Supplier Internal Code	13081	

SNAPSHOT DATA SUMMARY

No Snapshot Data available for P1B13-00

No Snapshot Data available for P07E4-00

No Snapshot Data available for P0113

No Snapshot Data available for P232A

No Snapshot Data available for U0594

No Snapshot Data available for U0594-00

No Snapshot Data available for U0002-00

No Snapshot Data available for P0AA6-00

No Snapshot Data available for P0A2F-00

No Snapshot Data available for P0A78-00

No Snapshot Data available for P0A92-00

No Snapshot Data available for P0BE6-00

No Snapshot Data available for P0BEA-00

No Snapshot Data available for P0BEE-00

No Snapshot Data available for P16F9-00

No Snapshot Data available for U0594-00