

Parameter	Value	Unit
Total Distance Traveled	23781	
Total Distance Traveled - Unit	km	
Vehicle Speed	0	km/h
Engine Speed	0	rpm
Calculate Load	0	%
Vehicle Load	0	%
Mass Air Flow Sensor	0.01	gm/sec
Atmospheric Pressure	100	kPa(abs)
Intake Manifold Absolute Pressure	100.84	kPa
Intake Manifold Absolute Pressure Supported	Supp	
Engine Oil Temperature Sensor	40	C
Coolant Temperature	48	C
Intake Air Temperature	36	C
Intake Air Temperature B1S1 (Turbo)	32	C
Intake Air Temperature B1S1 (Turbo) Supported	Supp	
Intake Air Temperature B1S2 (Turbo)	40	C
Intake Air Temperature B1S2 (Turbo) Supported	Supp	
Ambient Temperature	36	C
Engine Run Time	0	sec
IG-ON Coolant Temperature	73.7	C
Initial Engine Coolant Temperature	48.1	C
IG-ON Intake Air Temperature	48.7	C
Initial Engine Intake Air Temperature	36.2	C
Battery Voltage	11.5	V
Battery Sensor Voltage	11.606	V
BATT Voltage	11.586	V
IG2 / IGP	ON	
IGR	ON	
Glow Indicator Supported	Unsupp	
Engine Oil Pressure	0.859	kPa
Accelerator Position	0	%
Accelerator Position Sensor No.1 Voltage %	15.6	%
Accelerator Position Sensor No.2 Voltage %	31.7	%
Accelerator Position Sensor No.1 Voltage	0.8	V
Accelerator Position Sensor No.2 Voltage	1.582	V
Accelerator Idle Position	ON	
Accelerator Position Sensor No.1 Fully Closed Learn Value	20	deg
Accelerator Position Sensor No.2 Fully Closed Learn Value	39.5	deg
Engine Starting Torque Control Count	0	
Throttle Position Sensor No.1 Voltage %	19.6	%
Throttle Position Sensor No.2 Voltage %	52.1	%
System Guard	OFF	
Open Side Malfunction	OFF	
Throttle Request Position	0.859	V
Throttle Sensor Position	2.7	%

Throttle Position Sensor No.1 Voltage	0.976	V
Throttle Position Sensor No.2 Voltage	2.617	V
Throttle Position Command	0.859	V
Throttle Position Sensor Open Position No.1	0.976	V
Throttle Position Sensor Open Position No.2	2.089	V
Throttle Motor Current	0	A
Throttle Motor Duty Ratio	17.2	%
Throttle Motor Duty Ratio (Open)	0	%
Throttle Motor Duty Ratio (Close)	0	%
Throttle Position Sensor Fully Closed Learn Value	0.625	V
+BM Voltage	11.595	V
Actuator Power Supply	OFF	
Throttle Air Flow Learn Value (Area 1)	1.19	
Throttle Air Flow Learn Value (Area 2)	1.06	
Throttle Air Flow Learn Value (Area 3)	1.07	
Throttle Air Flow Learn Value (Calculated Value)	0.09	
Throttle Air Flow Learn Value (Atmosphere Pressure Offset Value)	0.98	
Turbocharger/Supercharger Inlet Pressure Bank1	99.98	kPa(abs)
Low Revolution Control	OFF	
Engine Stall Control F/B Flow	50	Nm
ISC F/B Learn Torque	0.87	Nm
ISC Total AUXS Torque	27.43	Nm
ISC F/B Torque	1	Nm
Sum of ISC F/B Torque (Recent)	1.87	Nm
ISC AUXS Torque (Alternator)	3	Nm
ISC AUXS Torque (Air Conditioner)	0	Nm
Throttle Air Flow F/B Value	125	L/s
Throttle Position	2.88	deg
Target Fuel Pressure (High)	6000	kPag
Target Fuel Pressure (High) Supported	Supp	
Target Fuel Pressure (Low) / Target Fuel Pressure 2	0	kPag
Target Fuel Pressure (Low) / Target Fuel Pressure 2 Supported	Supp	
Fuel Pressure (High)	0	kPag
Fuel Pressure (High) Supported	Supp	
Fuel Pressure (Low) / Fuel Pressure 2	30	kPag
Fuel Pressure (Low) / Fuel Pressure 2 Supported	Supp	
Fuel Pump Target Speed	0	rpm
Fuel Pump F/B Offset	0	L/h
Fuel Pump Control Duty Ratio	3	%
Low Pressure Fuel Delivery Internal Temperature	40	C
Injector Cylinder #1 (Port)	0	us
Injection Volume Cylinder #1	0	ml
Target Fuel Pressure Offset	0	%
Injection Volume	0	%
Engine Fuel Rate	0	gm/sec
Vehicle Fuel Rate	0	gm/sec
Low Fuel Pressure Sensor	35	kPag

High Fuel Pressure Sensor	-0.145	MPa
High Pressure Fuel Pump Duty Ratio (D4)	0	%
High Pressure Fuel Pump Discharge Rate	0.079	ml
High Pressure Fuel Pump Internal Temperature	41.8	C
Injection Mode	Port	
Injection Switching Status	OK	
Injection Timing Cylinder #1 (D4)	0	deg (CA)
Injection Time Cylinder #1 (D4)	0	us
Current Fuel Type	Gasoline/petrol	
EVAP (Purge) VSV	0	%
EVAP Purge Flow	0	%
EVAP Purge Density Learn Value	0	
EVAP Purge VSV	OFF	
Purge Cut VSV Duty	0	%
Target Air-Fuel Ratio	1	
A/F (O2) Lambda Sensor B1S1	1	
A/F (O2) Lambda Sensor B1S2	0.999	
A/F (O2) Sensor Current B1S1	0.003	mA
A/F (O2) Sensor Current B1S2	0	mA
A/F (O2) Sensor Heater Duty Ratio B1S1	0	%
A/F Sensor Heater Current Value B1S2	0.05	A
A/F Sensor Heater Duty B1S2	0	%
A/F Sensor Impedance B1S1	5311.67	ohm
A/F Sensor Impedance B1S2	5311.67	ohm
A/F (O2) Sensor +Terminal Voltage Bank 1	2.9	V
A/F (O2) Sensor -Terminal Voltage Bank 1	2.415	V
A/F (O2) Sensor Heater Control Duty Ratio Bank 1	0	%
A/F (O2) Sensor Heater Output Duty Ratio Bank 1	0	%
A/F (O2) Sensor Heater ON Current Value Bank 1	5.005	A
A/F (O2) Sensor Heater Current-Carrying Status Bank 1 (at Heater OFF)	OFF	
A/F (O2) Sensor Heater Overcurrent Bank 1	OFF	
A/F (O2) Sensor Heater Control Run Time Bank 1	0	ms
Short FT B1S1	0	%
Short FT B1S2	0	%
Long FT B1S1	-8.594	%
Long FT B1S2	0	%
Total FT Bank 1	0	
Fuel System Status Bank 1	Unused	
Fuel System Status Bank 2	Unused	
Ignition Timing Cylinder #1	5	deg (CA)
Knock F/B Value	0	deg (CA)
Knock Correct Learn Value	24.1	deg (CA)
Idle Spark Advance Control Cylinder #1	0	deg (CA)
Idle Spark Advance Control Cylinder #2	0	deg (CA)
Idle Spark Advance Control Cylinder #3	0	deg (CA)
Mass Air Flow Circuit	Normal	
VSV for AICS	Close	

VVT Advance Fail	OFF	
Exhaust VVT Retarded Fail	OFF	
Intake VVT Hold Learn Value Bank 1	52.8	%
Intake VVT Change Angle Bank 1	0	DegFR
Intake VVT OCV Control Duty Ratio Bank 1	12.8	%
Exhaust VVT Hold Learn Value Bank 1	48	%
Exhaust VVT Change Angle Bank 1	0	DegFR
Exhaust VVT OCV Control Duty Ratio Bank 1	13.1	%
Intake VVT Target Angle Bank 1	0	DegFR
Exhaust VVT Target Angle Bank 1	0	DegFR
Intake VVT Timing Most Over-Retarded Learn Value Bank 1	32	deg (CA)
Exhaust VVT Timing Most Over-Advanced Learn Value Bank 1	122	deg (CA)
Target Boost Pressure	144.25	kPa
Target Boost Pressure Supported	Supp	
Target Boost Pressure2 Supported	Unsupp	
Boost Pressure Sensor	100.75	kPa
Boost Pressure Sensor Supported	Supp	
Boost Pressure Sensor2 Supported	Unsupp	
Catalyst Temperature B1S1	518.9	C
Catalyst Temperature B1S2	200.8	C
Rear Catalyst Estimate Temperature	399.9	C
Particulate Filter Differential Pressure Bank 1	-0.24	kPa
Particulate Filter Differential Pressure Bank 1 Supported	Supp	
GPF Differential Pressure Sensor Bank 1	-0.24	kPa
Differential Pressure Sensor Learning Value Bank 1	0	kPa
GPF Differential Pressure Offset Bank1	-0.23	kPa
GPF Clogged Determination Threshold Bank1	56	kPa
GPF Steady Differential Pressure Average Bank1	0	kPa
GPF Steady Air Flow Average Bank1	0	gm/sec
PM Deposition Ratio Bank1	10	%
PM Deposition Value Bank1	0.34	g
Ash Deposition Ratio Bank1	4	%
Ash Deposition Value Bank1	1.57	g
Starter SW	OFF	
Neutral Position SW	OFF	
Shift SW Status (Neutral) Supported	Unsupp	
Clutch SW	OFF	
Stop Light SW	OFF	
Immobiliser Communication	OFF	
Cruise Main SW	OFF	
Closed Throttle Position SW	ON	
Misfire Test Result	Compl	
A/F (O2) Sensor B1S2 Test Results	Compl	
A/F (O2) Sensor B1S1 Test Results	Compl	
Complete Parts Monitor	Avail	
Complete Parts Monitor Result	Compl	
Ignition Monitor	Spark Ignition	

Fuel System Monitor	Avail	
Fuel System Monitor Result	Compl	
Misfire Monitor	Avail	
Misfire Monitor Result	Compl	
EGR/VVT Monitor	Avail	
EGR/VVT Monitor Result	Compl	
A/F (O2) Sensor Heater Monitor	Avail	
A/F (O2) Sensor Heater Monitor Result	Compl	
A/F (O2) Sensor Monitor	Avail	
A/F (O2) Sensor Monitor Result	Compl	
Secondary Air Injection System Monitor	Not Avl	
Secondary Air Injection System Monitor Result	Compl	
EVAP Monitor	Not Avl	
EVAP Monitor Result	Compl	
Heated Catalyst Monitor	Not Avl	
Heated Catalyst Monitor Result	Compl	
Catalyst Monitor	Avail	
Catalyst Monitor Result	Compl	
TC Terminal	OFF	
MIL	OFF	
MIL ON Run Distance	0	km
Running Time from MIL ON	0	min
Time after DTC Cleared	155	min
Distance from DTC Cleared	92	km
Warmup Cycle Cleared DTC	4	
Distance Traveled from Last Battery Cable Disconnect	21151	km
IG OFF Elapsed Time	40	min
Soak IC Current Timer Value	7743.75	sec
OBD Requirements	EOBD (Euro OBD)	
Number of Emission DTC	0	
Ignition Trigger Count	0	
Misfire Count Cylinder #1	0	
Misfire Count Cylinder #2	0	
Misfire Count Cylinder #3	0	
All Cylinders Misfire Count	0	
Misfire RPM	0	rpm
Misfire Load	0	%
Misfire Margin	0	%
Catalyst OT Misfire Fuel Cut	Avail	
Catalyst OT Misfire Fuel Cut History	OFF	
Catalyst OT Misfire Fuel Cut Cylinder #1	OFF	
Catalyst OT Misfire Fuel Cut Cylinder #2	OFF	
Catalyst OT Misfire Fuel Cut Cylinder #3	OFF	
A/F Learn Value Idle (Port) Bank 1	-8.6	%
A/F Learn Value Low (Port) Bank 1	-1.2	%
A/F Learn Value Mid No.1 (Port) Bank 1	-7.5	%
A/F Learn Value Mid No.2 (Port) Bank 1	-9.8	%

A/F Learn Value High (Port) Bank 1	-9	%
Engine Speed (Starter Off)	0	rpm
Starter Count	0	
Run Distance of Previous Trip	6.29	km
Engine Starting Time	0	ms
Engine Start Hesitation	OFF	
Low Revolution for Engine Start	OFF	
Fuel Cut Elapsed Time	0	sec
Previous Trip Coolant Temp	91	C
Previous Trip Intake Temp	27	C
Engine Oil Temperature	48	C
Previous Trip Eng Oil Temp	93	C
Ambient Temp for A/C	15	C
Previous Trip Ambient Temp	15	C
A/F Learn Value Idle Bank 1	-9	%
A/F Learn Value Low Bank 1	-11.4	%
A/F Learn Value Mid No.1 Bank 1	-8.3	%
A/F Learn Value Mid No.2 Bank 1	-5.9	%
A/F Learn Value High Bank 1	-2	%
Engine ECU Internal Temperature	42	C
Total Distance Indicated after Long Term Leaving with IG OFF (1st)	0	km
Total Distance Indicated after Long Term Leaving with IG OFF (2nd)	0	km
Total Distance Indicated after Long Term Leaving with IG OFF (3rd)	0	km
Time of Long Term Leaving with IG OFF (1st)	0	day
Time of Long Term Leaving with IG OFF (2nd)	0	day
Time of Long Term Leaving with IG OFF (3rd)	0	day
IG ON Time Up to 1 trip before	12	min
IG ON Time Up to 2 trip before	22	min
IG ON Time Up to 3 trip before	30	min
IG ON Time Up to 4 trip before	16	min
IG ON Time Up to 5 trip before	24	min
Auxiliary Battery Average Current during IG OFF 1 Trip before	-1.005	A
Auxiliary Battery Average Current during IG OFF 2 Trip before	1.998	A
Auxiliary Battery Average Current during IG OFF 3 Trip before	-0.032	A
Auxiliary Battery Average Current during IG OFF 4 Trip before	-0.031	A
Auxiliary Battery Average Current during IG OFF 5 Trip before	1.998	A
Engine Run Time before 1 trip	12	min
Engine Run Time before 2 trip	22	min
Engine Run Time before 3 trip	30	min
Engine Run Time before 4 trip	16	min
Engine Run Time before 5 trip	24	min
Total Distance Up to 1 Trip before	23780	km
Total Distance Up to 2 Trip before	23774	km
Total Distance Up to 3 Trip before	23758	km
Total Distance Up to 4 Trip before	23734	km
Total Distance Up to 5 Trip before	23728	km
Battery Current	-10.8	A

Battery Temperature	16.5	C
Alternator Output Duty Ratio	13.2	%
Status of Alternator Temperature High	OFF	
Alternator Voltage - Non Active Test	13.815	V
Voltage of Alternator	0	V
Auxiliary Battery Charging Integrated Current	2298.2	Ah
Auxiliary Battery Discharging Integrated Current	1476	Ah
Auxiliary Battery Integrated Thermal Load	649220	
Auxiliary Battery Capacity after IG ON	0	Ah
Auxiliary Battery Capacity after IG OFF	0	Ah
Integrated Engine Run Time	38	hour
Number of Long Term Leaving with IG OFF	0	
Previous Trip Alternator Max Output Time	0	sec
Initial Engine Battery Minimum Voltage	12.8	V
Previous Trip Charge Control Time	648	sec
Previous Trip Average Battery Temperature	15	C
Battery Charging Rate Accuracy	High	
Auxiliary Battery Charging Rate Feedback Value	0	%
Auxiliary Battery Charging Rate Controlling Value	0	%
Battery Status of Full Charge	66	Ah
IG OFF Time before 1 trip	0	day
IG OFF Time before 2 trip	0	day
IG OFF Time before 3 trip	0	day
IG OFF Time before 4 trip	0	day
IG OFF Time before 5 trip	0	day
Cooling Fan Duty Ratio	0	%
Brake Override System	OFF	
Immobiliser Fuel Cut Status	OFF	
Immobiliser Fuel Cut History	OFF	
Fuel Cut Condition	ON	
Idle Fuel Cut	OFF	
TAU Fuel Cut	OFF	
Electric Component Actuation Restriction Count	0	
Key Unlock Signal	OFF	
Engine Speed Cylinder #1	51199	rpm
Engine Speed Cylinder #2	51199	rpm
Engine Speed Cylinder #3	51199	rpm
Average Engine Speed of All Cylinder	51199	rpm
NIM Sensor Speed	0	rpm
NIM Sensor Voltage	1.442	V
Shift SW Status (R Range)	OFF	
Shift SW Status (N,P Range)	OFF	
Shift SW Status (N,P Range) Supported	Supp	
Clutch Stroke Position	13.5	%
Clutch Stroke Sensor Voltage	0.968	V
M/T Oil Temperature	38.7	C
Drive Mode Status	Normal	

Mode Cancel SW	OFF	
Power Mode SW	OFF	
Track Mode Switch	OFF	
iMT SW	OFF	
iMT Telltale	-No Data-	
Down Shift Indication	ON	
Up Shift Indication	ON	
Stop and Start System Engine Status	IG	
Air Bypass Valve Control	OFF	
Consecutive Prevention Cylinder #1 History 1	0	km
Consecutive Prevention Cylinder #1 History 2	0	km
Consecutive Prevention Cylinder #1 History 3	0	km
Consecutive Prevention Cylinder #1 History 4	0	km
Consecutive Prevention Cylinder #2 History 1	0	km
Consecutive Prevention Cylinder #2 History 2	0	km
Consecutive Prevention Cylinder #2 History 3	0	km
Consecutive Prevention Cylinder #2 History 4	0	km
Consecutive Prevention Cylinder #3 History 1	0	km
Consecutive Prevention Cylinder #3 History 2	0	km
Consecutive Prevention Cylinder #3 History 3	0	km
Consecutive Prevention Cylinder #3 History 4	0	km
Fuel Cut History 1	0	km
Fuel Cut History 2	0	km
Fuel Cut History 3	0	km
Fuel Cut History 4	0	km
Distance for Control	23285.1	km
Battery Type	Specified	