

2019/02/10 22:52:29.848

Reading faults for: Chrysler Pentastar engine
No faults reported by the unit.

Vehicle Theft Security Status:

Sentry Key Immobilizer Module (SKIM)/Vehicle Theft Alarm (VTA) First Handshake Is Done: Yes
SKIMVTA SHR: no 2nd handshake needed
Sentry Key Immobilizer Module (SKIM)/Vehicle Theft Alarm (VTA) Has Completed: Yes
Sentry Key Immobilizer Module (SKIM)/Vehicle Theft Alarm (VTA) Making Decision Complete: No
Next Generation Controller (NGC) is in OK to Run Mode: No
Next Generation Controller (NGC) Should Shut Off Fuel: No
Valid Key Received By Next Generation Controller (NGC): Yes
Sentry Key Immobilizer Module (SKIM)/Vehicle Theft Alarm (VTA) 'Invalid Key Received' Fault Posted: No
Sentry Key Immobilizer Module (SKIM)/Vehicle Theft Alarm (VTA) Reset: No
Next Generation Controller (NGC) Transfer Secret Key First or Last 3-byte to Sentry Key Immobilizer Module (SKIM): No
Vehicle Theft State:
SKIMVTA RAM ILL: No
VTA RAM Learned: No
SKIM RAM Learned: Yes
Engine Start/Stop State: Undefined

Engine Idle Shutdown Idle Time: 255 min
Engine Idle Shutdown Disabled: Yes
Auto Restart Counter: 0

Crank Limp Home Status:

Crank Wrong Sensor Detected: No
Crank Channel Enabled: Crank Channel Is Enabled
Crank System Fault and in Limp-Home Mode: No
Intermittent Crank Limp In: No
Crank Signal Missing: No
Crank Sync State: Out of Sync
Crank Unlock Interrupt has occurred: No
Crank unlock in RUN mode: Crank Has Not Unlocked In Run Mode
Two or three crank pulses detected: No

ESS Allow Engine OFF status:

Transmission OK: No
Tow/Haul OK: No
Intelligent Battery Sensor (Q): No
Intelligent Battery Sensor (V): No
Intelligent Battery Sensor OK: No
Pedal OK: No
HVAC OK: No
Engine Oil Temperature OK: No
Hood OK: No
Grade Check OK: No
Fuel Level OK: No
ESP OK: No
Engine Runtime OK: No
4WD Low OK: No
Transmission Configuration OK: No
Parking Management OK: No
Ambient Temp OK: No
Steering Conditions OK: No
Engine Speed OK: No
Vehicle Speed OK: No

Vehicle Speed Latch OK: No
Starter Motor Frequency OK: No
Brake Booster Vacuum OK: No
Barometric Pressure OK: No
ABS OK: No
Flex Fuel OK: No
Faults OK: No
Occupant Sense OK: No
Start/Stop Enable Switch OK: No
Battery Temperature OK: No
Battery Temperature OK: No
Catalyst Temperature OK: No
Engine Coolant Temperature OK: No
ESS Allow Engine Start status:
Faults OK: No
Occupant Sense OK: No
Starter Motor Frequency OK: No
Initial Conditions OK: No
Hood OK: No
Auto Transmission Configuration OK: No
Manual Auto Transmission Configuration OK: No
Auto Shutdown OK: No
Electronic Throttle Control (ETC) Starter Inhibit: 3465.22 miles
MIL Control Status:
MIL Flashing: No
Desired Malfunction Lamp: On
MIL Bulb Check Complete: No
In-Plant Blink Mode Activated: No
MIL Requested to Flash: No
MIL Requested ON: No
MIL Requested OFF: No
Battery was disconnected: No
Dual Alternator Enabled: 0
Odometer Location 0: 9306.11 miles
Odometer Location 1: 9314.30 miles
Odometer Location 2: 9322.50 miles
Odometer Location 3: 9297.92 miles
Total Active Grille Shutter (AGS) Actuations: 2147483647
CCDIFF Learn Status: Set
Remote Start Present: Yes
Switch Input Filtered State:
Clutch Upstop Switch: Off
Clutch Interlock Switch: Off
Auto Shutdown (ASD) Sense Switch: On
Ignition Run/Start Switch: On
Ignition Start Switch: Off
Brake switch 2: Off
Ignition Off Run Start Switch: Off
Extended Idle Switch: Off
Power Steering Switch: Off
Power Take Off Switch: Off
Park Neutral Switch: On
Brake switch: Off
Brake Fluid Low Switch: Off
AC Select Switch: Off
AC Request Switch: Off
Digital inputs filtered state 0:
Brake Fluid Low Switch/ Variable Air Conditioner switch: Off
OD Lock-out switch: Off
C2 Switch: Off
C3 Switch: Off
C4 Switch: Off
C5 Switch: Off

Auto Shutdown (ASD) Sense Switch: On
Brake switch 2: Off
Park Neutral Switch: On
Start Control PN switch: On
Auto Shutdown (ASD) Sense Switch/ Autostick Down Switch: Off
Clutch Upstop Switch: Off
AC Request Switch: Off
AC Select Switch: Off
Oil pressure switch: On
Power Steering Switch: Off
Digital inputs filtered state 1:
PRESS 24 2C 24 Switch: Off
PRESS XX 4C XX Switch: Off
PRESS OD OD OD Switch: Off
PRESS XX UD LC Switch: Off
PRESS LR LR LR Switch: Off
PRESS XX XX DR Switch: Off
C1 Switch: Off
Clutch Interlock Switch: Off
Power Take Off Switch: Off
Extended Idle Switch: Off
RAMAID Switch: Off
DEVTOOL Switch: Off
Ignition Off Run Start Switch: Off
Ignition RUN START switch: On
Ignition Start Switch: Off
Skip Shift Filtered Switch State/ MAPS ERR MON SW: Off
Digital inputs filtered state 3:
Reverse Gear Lockout Filtered Switch State: Off
Manifold Tuning Valve (MTV) DIAG Filtered Switch State: Off
ENG Coolant Check Valve FB Filtered Switch State: Off
Exhaust Flap Diag Filtered Switch State: Off
CMCV DIAG Filtered Switch State: Off
Manifold Short Runner Valve (SRV) DRV DIAG Filtered Switch State: Off
MULTIAIR EN FB switch: Off
Start Relay FB switch: Off
MDS1 DIAG Filtered Switch State: Off
MDS4 DIAG Filtered Switch State: Off
MDS6 DIAG Filtered Switch State: Off
MDS7 DIAG Filtered Switch State: Off
VCT SOLENOID DIAG Filtered Switch State: Off
VVT SOLENOID 1 DIAG Filtered Switch State: Off
VVT SOLENOID 2 DIAG Filtered Switch State: Off
VVT SOLENOID 3 DIAG Filtered Switch State: Off
Digital inputs instant state 0:
Brake Fluid Low Switch: Off
OD Lock-out switch: Off
C2 Switch: Off
C3 Switch: Off
C4 Switch: Off
C5 Switch: Off
Auto Shutdown (ASD) Sense Switch: On
Brake switch 2: Off
Park Neutral Switch: On
Start Control PN switch: On
Auto Shutdown (ASD) Sense Switch: Off
Clutch Upstop Switch: Off
AC Request Switch: Off
AC Select Switch: Off
Oil pressure switch: On
Power Steering Switch: Off
Digital inputs instant state 1:
PRESS 24 2C 24 Switch: Off

PRESS XX 4C XX Switch: Off
PRESS OD OD OD Switch: Off
PRESS XX UD LC Switch: Off
PRESS LR LR LR Switch: Off
PRESS XX XX DR Switch: Off
C1 Switch: Off
Clutch Interlock Switch: Off
Power Take Off Switch: Off
Extended Idle Switch: Off
RAMAID Switch: Off
DEVTOOL Switch: Off
Ignition Off Run Start Switch: Off
Ignition RUN START switch: On
Ignition Start Switch: Off
MAPS Error Monitor switch Instant: Off
Digital outputs desired state 0:
SC Vacuum Solenoid Desired State: Off
Manifold Tuning Valve (MTV) Solenoid Desired State: Off
AC Clutch relay desired State: Off
Fuel Pump Speed Control Desired State: Off
Surge solenoid desired State: Off
Flow Control Bank 1 Desired State: Off
Active Engine Mount Desired State: Off
Starter Relay desired State: Off
Fuel Pump Relay desired State: Off
Exhaust Flap Control Desired State: Off
Secondary Air Shut-OFF solenoid desired State: Off
Auto Shutdown (ASD) Relay desired State: On
SC Ventilator Solenoid Desired State: Off
High Speed Fan Desired State: Off
Low Speed Fan Relay Desired State: Off
Digital outputs desired state 3:
Mechanical Engine Coolant Pump Desired State: Off
Fuel Tank Iso Valve Desired State: Off
After Run Coolant Pump Desired State: Off
Starter Relay high-side drivers (HSD) Desired STATE: Off
INRUSH Circuit Relay Desired STATE: Off
High-side drivers (HSD) Fault Clear Desired State: Off
Dual Stage Oil Pump Desired State: Off
Lin NSLP Desired State: On
Skip Shift Solenoid Desired State: Off
Reverse Gear Lockout Desired State: Off
Secondary Air Pump Desired State: Off
Secondary Air Shut-Off Desired State: Off
Overdrive Lockout Desired State: Off
Digital Outputs DESIRED STATE 4:
Brake Assist vacuum pump desired state: No
Spare LSD Output 1 desired state: No
MULTIAIR CLK EN desired state: No
MULTIAIR EN desired state: No
Two-speed ACC Driver Relay desired state: No
CNG Shut Off Relay Desired State: No
CNG Injector Relay Desired State: No
Gas Injector Relay Desired State: No
Miscellaneous Status Register:
TM NVLD warmed up: No
TM cold start condition not met: Yes
TM DIS Newcat 2 from T to F: No
TM NVLD PRG LOAMB READYTEMP: No
TM NVLD SMALL LEAK LOAMB READY TEMP: No
TM NVLD SWITCH CLSD LOAMB READY TEMP: No
TM DIS Newcat 1 from T to F: No
TM MF diagnostic test enabled: Yes

ECC/Driveline Torque Reduction Feature Learned: Yes

Dual Alternator Learned: No

Electronic Parking Brake Equipped: No

Active Exhaust Valve(s) Equipped: No

ENV system status 2:

ENV closed loop is latched: No

ENV Service test DTI request: No

Begin service LS test: No

ENV PRG ACT Solenoid fail in progress: No

Auto Shutdown (ASD) Relay fail in progress: No

ENV Service test enable: No

ENV Service test Start request: No

ENV Service test Stop request: No

ENV Service test complete: No

Mechanical Coolant Pump Equipped: No

Aux Coolant Pump Heater Equipped: No

Heater Temp Control Valve Equipped: No

High Side Port Tumble Valve Equipped: No

CMCV HBRIDGE EQUIPPED: No

TURBINE VOLUTE VLV EQUIPPED: No

Wastegate HBridge Equipped: No

Severe Engine Oil Life Cycle Set: No

Dual Speed Oil Pump:

DSP Coolant Temp Fault: No

DSP High Battery voltage enabled: No

DSP Battery voltage too high: No

DSP Bypass State: No

DSP Bypass State Pre Dial: No

DSP TRQ enabled: No

DSP Engine Oil sensor fault: No

DSP Oil pressure sensor fault: No

DSP TRQ Active: No

Engine Oil Life Remaining: 46 %

Engine Run Time Since Last Oil Change Reset: 4578.83 min

Distance Travelled This Trip for Oil Change: 0.00 km

EAOI Maximum Distance: 9656.10 km

Distance Driven Since Oil Change Indicator Has Been On: 0.00 km

Automatic Oil Change Indicator Odometer When Reset: 429496729.60 km

Total Reactions of Engine Oil Aerations: 0

Multi-Displacement System (MDS) Status:

Flywheel Torque Request Error Integration Enabled: No

Multi-Displacement System (MDS) initiated one BDC ago: No

Misfire Learn Imminent: No

4 To 8 Transition or Torque Reserve Requested: No

Multi-Displacement System (MDS) Solenoid 4 (Cyl 7): Not active

Multi-Displacement System (MDS) Solenoid 3 (Cyl 6): Not active

Multi-Displacement System (MDS) Solenoid 2 (Cyl 4): Not active

Multi-Displacement System (MDS) Solenoid 1 (Cyl 1): Not active

Multi-Displacement System (MDS) Enabling Conditions Have Been Met: No

Multi-Displacement System (MDS) Transition Status: No

Multi-Displacement System (MDS) Has Been Activated: No

Multi-Displacement System (MDS) Status: Not active

Multi-Displacement System (MDS) In V4 State: No

Torque Reserve Requested: No

Multi-Displacement System (MDS) V4 Steady State Timer Enabled: No

Multi-Displacement System (MDS) Requesting Torque Unlock: No

Sync Status (Engineering):

TDC, BDC and MID-EPP Interrupts: Disabled

Startup CC missing: Clear

Cams driven to lock PIN IP mode: Decision to drive cams to lock pin is based off normal oil pressure calibration

Cams driven to lock PIN: The cams are not being driven to their locked pin positions

Sync 720: System Does Not Know Absolute Engine Position
Cam crank is in limp-in and fault: No Faults in Either of the CAM or Crank Systems
Manifold Tuning Valve (MTV) and Manifold Short Runner Valve (SRV) Status Flags:
Manifold Tuning Valve (MTV) Output State: De-energized
Manifold Tuning Valve (MTV) State: Closed
Manifold Short Runner Valve (SRV) Output State: De-energized
Manifold Short Runner Valve (SRV) energized for too long: No
PF output state: Low
PF valve state: Closed
Active MAN clean: Disabled
Active MAN enable: Enabled
EGR Control Status Register:
EGR ZREF update done: No
EGR ZREF update enabled: No
EGR set point enabled: No
EGR active: No
EGR ETK tools attached: No
EGR in SCI mode: No
EGR in DIAL mode: No
EGR low vacuum disable: No
EGR Monitor Status: Waiting
EGR Monitor Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Invalid
EGR Monitor Threshold Type: Not defined
Last EGR Fail Counter: 0
EGR High Fail Counter Spec: 0
EGR Low Fail Counter Spec: 0
Last EGR Bank 1 Result: -327.68 %
Last EGR Bank 2 Result: -327.68 %
EVP Status register:
Vacuum Pump: Off
EVP fault: No
EVP Loss of communication detected: No
EVP Engine run DTI has occurred: No
EVP Engine STOP DTI has occurred: No
EVP in DIAL this trip: No
COMTX EV Pump Status: pump off
Purge Mode: Off
Purge Monitor Status: Waiting
Gen Evaporator Status: Test Fail Last Trip: No
Test Fail This Trip: No
Counter Results: Invalid
Last Generic Evaporator Result: 0.00 sec
EVP Vacuum Pump OFF Time: 0.00 sec
EVP Vacuum Pump ON Time: 0.00 sec
EVP Vacuum Pump Total On Time: 0 sec
Stored Bus Position 1: 719.80 Deg
Stored Bus Position 2: 719.80 Deg
Stored Bus Position 3: 719.80 Deg
Times Cam unlocked this trip: 0
Times Crank unlocked this trip: 0
Unlock crank status: 0
Unlock Engine Position: 0.00 Deg
Unlock RPM: 0 rpm
Status Knock Light Retard:
Adapt up st threshold field: No
Adaptation up map below enable: No
Adapt down st not zero: Yes
Adaptation up map below enable: Yes
Knock key on update:
Fuel Shut-OFF Status 1:

TRQ ARB EGT BOOST TRQ LIMITED: No
TRQ ARB CAT BOOST TRQ LIMITED: No
TRQ ARB TIM IN BOOST TRQ LIMITED: No
TRQ ARB ECT BOOST TRQ LIMITED: No
TRQ ARB DIAL MAX TRQ LIMITED: No
TRQ ARB DIAL PER TRQ IN CONTROL: No
TRQ ARB HAFP TRQ LIMITED: No
TRQ ARB OVERMPH TRQ LIMITED: No
TRQ ARB OVERREV TRQ LIMITED: No
TRQ ARB TRANS REQ TRQ IN CONTROL: No
TRQ ARB STALL TRQ LIMITED: No
TRQ ARB SEN LIMP IN TRQ LIMITED: No
TRQ ARB BOBBLE TRQ IN CONTROL: No
TRQ ARB AC TRQ LIMITED: No
Hood Switch 1: 0.00 V
Hood Switch 2: 0.00 V
Fuel Tank Size: 24.62 gallons
Current Fuel Shut-off:
Variable valve actuation (VVA) limp-in fuel shut-off: No
Variable valve actuation (VVA) MODE4 fuel shut-off: No
Low oil fuel shut-off active: No
CAT protect fuel shut-off: No
MS general fuel shut-off: No
Multi-Displacement System (MDS) react fail fuel shut-off: No
Electronic Throttle Control (ETC) RPM fuel shut-off active: No
Multi-Displacement System (MDS) active fuel shut-off: No
Airbag fuel shut-off active: No
fuel shut-off airbag configuration: No
DFSO is active: No
FRTI fuel shut-off: No
Intelligent Cruise Control (ICC) fuel shut-off active: No
Sentry Key Immobilizer Module (SKIM) Vehicle Theft Alarm (VTA) active: No
TRQ airbag fuel shut-off: No
First time called: No
FRTI Disable SPK STAB: No
Auto Shutdown (ASD) fuel shut-off active: Yes
Fuel Control Status:
Crank RPM is valid: No
Crank time is valid: No
Fuel delivery mode last: No
DTI Pulse requested: No
In DTI mode: No
First EPP Occurred: No
Start time is valid: No
Flexible fuel vehicles (FFV) Closed Loop NV Status:
Ethanol Mode: No
Ethanol - 0% Blend Direction: No
Ethanol - 85% Blend Direction: No
Ethanol - Open Loop Fuelling: No
Ethanol Fuel Volume Changed: No
Ethanol Low Fuel: No
Ethanol Trigger During Learn: No
Ethanol Learn: Disabled
Ethanol Course Update Ready to Learn: No
Ethanol Course Update: Not completed
Ethanol Fine Tune: Not completed
Fuel Rich Monitor Status (Engineering) 1:
Good Trips: 1
Monitor needs to be disabled: No
Monitor testing in progress: No
Monitor 1 - malfunction needs to be reset: No
Monitor failed for this trip: No
Monitor processing is complete for this trip: No

MIL on for Monitor fault: No
Monitor should not be called (stopped): Not Stopped
Monitor may be intrusive to other tests: No
Monitor Conflict Condition: No
Monitor Suspend Condition: No
Monitor test failed and cleared: Not completed
Monitor test failed: Passed
Monitor Status will toggle on subsequent failing trips: Not Occured
Monitor Fault Present: No

Fuel Lean Monitor Status (Engineering) 1:
Good Trips: 1
Monitor needs to be disabled: No
Monitor testing in progress: No
Monitor 1 - malfunction needs to be reset: No
Monitor failed for this trip: No
Monitor processing is complete for this trip: No
MIL on for Monitor fault: No
Monitor should not be called (stopped): Not Stopped
Monitor may be intrusive to other tests: No
Monitor Conflict Condition: No
Monitor Suspend Condition: No
Monitor test failed and cleared: Not completed
Monitor test failed: Passed
Monitor Status will toggle on subsequent failing trips: Not Occured
Monitor Fault Present: No

Fuel Rich Monitor Status (Engineering) 2:
Good Trips: 1
Monitor needs to be disabled: No
Monitor testing in progress: No
Monitor 1 - malfunction needs to be reset: No
Monitor failed for this trip: No
Monitor processing is complete for this trip: No
MIL on for Monitor fault: No
Monitor should not be called (stopped): Not Stopped
Monitor may be intrusive to other tests: No
Monitor Conflict Condition: No
Monitor Suspend Condition: No
Monitor test failed and cleared: Not completed
Monitor test failed: Passed
Monitor Status will toggle on subsequent failing trips: Not Occured
Monitor Fault Present: No

Fuel Lean Monitor Status (Engineering) 2:
Good Trips: 1
Monitor needs to be disabled: No
Monitor testing in progress: No
Monitor 1 - malfunction needs to be reset: No
Monitor failed for this trip: No
Monitor processing is complete for this trip: No
MIL on for Monitor fault: No
Monitor should not be called (stopped): Not Stopped
Monitor may be intrusive to other tests: No
Monitor Conflict Condition: No
Monitor Suspend Condition: No
Monitor test failed and cleared: Not completed
Monitor test failed: Passed
Monitor Status will toggle on subsequent failing trips: Not Occured
Monitor Fault Present: No

MF TLC, Control Status:
MF TLC Done: Yes
MF TLC Learned Since Battery Disconnect: Yes
MF Operational Since NV Clear: Yes
Low Learn Done Previously: Yes

Misfire Monitor Status (Good Trip Counter):

Good Trips: 1
Monitor needs to be disabled: No
Monitor testing in progress: No
Monitor 1 - malfunction needs to be reset: No
Monitor failed for this trip: No
Monitor processing is complete for this trip: No
MIL on for Monitor fault: No
Monitor should not be called (stopped): Not Stopped
Monitor may be intrusive to other tests: No
Monitor Conflict Condition: No
Monitor Suspend Condition: No
Monitor test failed and cleared: Not completed
Monitor test failed: Passed
Monitor Status will toggle on subsequent failing trips: Not Occured
Monitor Fault Present: No

Misfire Info Regarding the Similar Conditions Window (SCW) and Federal Test Procedure (FTP) Windows:

Pending Operating Temperature where Misfire Occurred: No
Mis-Fire Similar Conditions Window (SCW) hit Window This Trip: No
Similar Conditions Window (SCW) Update is Inhibited: No
Engine Operating in Federal Test Procedure (FTP) Window: No
Misfire Federal Test Procedure (FTP) Window Update done on 200 rev block: No

Mis-Fire Disabled:

High RPM Inhibit: No
Low RPM Inhibit: Yes
Task Manager Conflict for Misfire: No
DM Global Inhibit: No
TLC (Adaptive Numerator): Learned
Multi-Displacement System (MDS) V8 to V4 Mode Detected: No
Multi-Displacement System (MDS) V4 to V8 Mode Detected: No
Throttle Inhibit: No
Negative Delta MAP Inhibit: No
Positive Delta MAP Inhibit: No
Clutch Switch Transition Inhibit: No
Clutch Upstop Switch Transition Inhibit: No
Cold ECT Inhibit: No
Fuel Lean-out Inhibit: No
Net Positive Torque Inhibit: No
Fuel Shutoff Inhibit: No

Engineering Misfire Fail Status:

Federal Test Procedure (FTP) Failed First 1000: No
Federal Test Procedure (FTP) Failed second Time First 1000: No
Federal Test Procedure (FTP) Caused one Malfunction: No
Federal Test Procedure (FTP) Caused Fault: No
Catalyst Damage caused one Malfunction: No
Catalyst Damage Caused fault: No
Misfire Failed Last Trip: No
Misfire Failed Once: No
Misfire Caused Mature Fault: No
Engine Warmed up Last Trip: No
Engine Warmed up Current Trip: No

Federal Test Procedure (FTP) Mis-Fire Counter, cyl.1: 0
Federal Test Procedure (FTP) Mis-Fire Counter, cyl.2: 0
Federal Test Procedure (FTP) Mis-Fire Counter, cyl.3: 0
Federal Test Procedure (FTP) Mis-Fire Counter, cyl.4: 0
Federal Test Procedure (FTP) Mis-Fire Counter, cyl.5: 0
Federal Test Procedure (FTP) Mis-Fire Counter, cyl.6: 0
Federal Test Procedure (FTP) Mis-Fire Counter, cyl.7: 0
Federal Test Procedure (FTP) Mis-Fire Counter, cyl.8: 0
200 Rev Counter: 800
1000 Rev Counter: 0
Mis-Fire Counter Catalyst 200 Rev: 0
Misfire 600 Rev Counter: 0

Misfire 4000 Rev Counter: 0
RPM at Which Engine is Misfiring: 0 rpm

US Bank 1 O2 Control Status:

1/1 O2 Adjusted for Wet Condition: No
1/1 O2 Factor is Ramping Transient: No
1/1 O2 Sensor Level: Low
1/1 O2 Derivative Term Error Updated: No
1/1 O2 Sensor Toggled Since Last Time Through: No
1/1 O2 Sensor was Rich Last Time Through: No
1/1 O2 Sensor FA is Rich First Time Through: No
1/1 O2 PID Enabled State Last Loop Time: No
1/1 O2 Fuel Feedback: Open
1/1 O2 Ready: No
1/1 O2 PID Updating: No
1/1 O2 Output Low: No
1/1 O2 Factor Reset Requested: No
1/1 DCFC Enabled State Last Loop Time: No
1/1 O2 Factor Limiting is Possible: No
1/1 O2 Wet: No

DS Bank 1 O2 Control Status:

1/2 Closed Loop Met: No

US Bank 2 O2 Control Status:

2/1 O2 Adjusted for Wet Condition: No
2/1 O2 Factor is Ramping Transient: No
2/1 O2 Sensor Level: Low
2/1 O2 Derivative Term Error Updated: No
2/1 O2 Sensor Toggled Since Last Time Through: No
2/1 O2 Sensor was Rich Last Time Through: No
2/1 O2 Sensor FA is Rich First Time Through: No
2/1 O2 PID Enabled State Last Loop Time: No
2/1 O2 Fuel Feedback: Open
2/1 O2 Ready: No
2/1 O2 PID Updating: No
2/1 O2 Output Low: No
2/1 O2 Factor Reset Requested: No
2/1 DCFC Enabled State Last Loop Time: No
2/1 O2 Factor Limiting is Possible: No
2/1 O2 Wet: No

DS Bank 2 O2 Control Status:

2/2 Closed Loop Met: No

O2 Monitor Status 1/1: Waiting

1/1 O2 Heater Monitor Status: Waiting
1/1 O2 SOC Mon Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Invalid

1/1 O2 State of Change (SOC) Monitor Threshold Type: Not defined

O2 Monitor Status 1/2:

1/2 O2 Heater Monitor Status:
1/2 O2 Mon Max Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Valid
1/2 O2 Mon Max Threshold Type: Not defined
1/2 O2 Monitor Min Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Valid

1/2 O2 Min Threshold Type: Not defined

1/2 O2 Mon Lean Status:

Cat SOC Mon 1 Status: Mon Max Last Test Type: Normal

Max Mon Fail Last Trip: No
Max Mon Fail This Trip: No
Minimum Results: Invalid
Threshold Type: MIN
O2 Monitor Status 2/1: Waiting
2/1 O2 Heater Monitor Status: Waiting
2/1 O2 SOC Mon Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Invalid
2/1 O2 State of Change (SOC) Monitor Threshold Type: Not defined
O2 Monitor Status 2/2:
2/2 O2 Heater Monitor Status:
2/2 O2 Monitor Max Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Valid
2/2 O2 Max Threshold Type: Not defined
2/2 O2 Monitor Min Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Valid
2/2 O2 Min Threshold Type: Not defined

Catalyst Monitor Status 1: Waiting
Cat SOC Mon 1 Status: Mon Max Last Test Type: Normal
Max Mon Fail Last Trip: No
Max Mon Fail This Trip: No
Minimum Results: Invalid
Threshold Type: Not defined
Catalyst Monitor Status 2: Waiting
Cat SOC Mon 2 Status: Last Test Type: Normal
Fail Last Trip: No
Fail This Trip: No
Minimum Results: Invalid
Cat SOC Mon 2 Threshold Type: Not defined
Last Catalyst State of Change (SOC) Mon 1 Result: 0.00 %
Last Catalyst State of Change (SOC) Mon 2 Result: 0.00 %
Evaporative System Integrity Monitor (ESIM) Switch Closed Monitor Status:
Evaporative System Integrity Monitor (ESIM) Status:
Medium Large Test Enabled: No
Evaporative System Integrity Monitor (ESIM) Switch: Open
Last trip enable ON/OFF data used: No
ENV Engine ON timer enable: No
ENV Switch was closed: No
ENV loose cap test re-run: No
Evaporative System Integrity Monitor (ESIM) Small Leak Abort Status:
Fuel Level Too High: No
Passing Off Time Less Than Min: No
Global Disable: No
Power down Global Disable: No
On Time Less Than Minimum: Yes
Failing Off Time Less Than Min: Yes
Ambient Temperature Key On Abort: No
Fuel Level Too Low: No
Evaporative System Integrity Monitor (ESIM) Gen Evaporator Status: Waiting
Last Large Switch Time Result: 0.00 sec
ESIM Last Trip Engine On Time: 0 min
Loose Cap Monitor Status: Waiting
Large/Cap Suspend Status 2:None
Last Loose Cap Switch Time Result: 0.00 sec
Loose Cap Switch Time Spec: 0.00 sec
Large Leak Monitor Status: Waiting

Small Leak Monitor Status:

AC state status:

AC ECT imminent overheat Disable: No
AC Evaporator Clunk Active: No
AC Evaporator Clunk Completed: No
AC Fuel Run Mode Was Start: Yes
AC Lube AC Forced Off For Lube: No
AC Lube Forced Lube Enabled: No
AC Anti Slugging Is Complete: Yes
AC Previous Clutch State: No
AC Desired State: Disengaged
AC Previous Desired State Engaged: No
AC Requested State: Disengaged
AC EGR Monitor Interact: No
AC ECT In Range: Yes
AC ECT Imminent Overheat: Disabled

Cruise lamp: Off

Overspeed Detected: No

Speed Control (S/C) Working Status: Disengaged

Speed Control (S/C) Denied Status: Allowed

CRUISE disable cause: Remained Enabled When Disengaged

Speed Control (S/C) Disengage Reason: Disengaged Due to Dis-enable

Cruise switch 1: Undefined

Cruise switch 2: Undefined

Camshaft Limp Home Strategy:

Camshaft System Fault and in Limp-Home: No
Intermittent Camshaft Limp-in Bit: No
Camshaft Missing Limp-in Bit: No
Camshaft Sync State: Out of Sync
Camshaft unlock interrupt has occurred: No
Camshaft Lock Mechanism is pending: No

DOS Sacred PID MIMIC:

AC Clutch relay desired State: No
Surge solenoid desired State: No
Starter Relay desired State: No
Fuel Pump Relay desired State: No
Secondary Air Shut-OFF solenoid desired State: No
Auto Shutdown (ASD) Relay desired State: Yes

MFSC CNG status:

CNG Transition in Progress: No
MFSC Fuel Shut-off: No
MFSC Fuel Shut-off Request: No
MFSC CNG level switch OK: No
MFSC CNG enable: No
MFSC CNG fault priority: No
MFSC CNG system fault: No
MFSC CNG tank enable: No
MFSC CNG tank pressure in filter: complete or not started
MFSC CNG tank pressure OK: No
MFSC CNG tank pressure pending: reading available

Tested device: Chrysler Pentastar engine Model Year 2018

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DCX / MMC ECU Identification:

ECU Origin: DCA
Supplier: Motorola
Variant ID: 68
Diagnostic Version: 6
Hardware version: 1B47
Software version: 140800
ECU Part Number: 05036124AC

ECU Code Software Identification:

ECU Origin: DCA
Supplier: Blaupunkt
Variant ID: 54
Diagnostic Version: 68
Hardware version: 0014
Software version: 080030
ECU Part Number: 5036124AC6

ECU Data Software Identification:

ECU Origin: DCS
Supplier: Blaupunkt
Variant ID: 54
Diagnostic Version: 68
Hardware version: 0000
Software version: 000030

ECU Boot Software Identification:

ECU Origin: DCS
Supplier: Blaupunkt
Variant ID: 54
Diagnostic Version: 68
Hardware version: 0007
Software version: 000036

Vehicle Speed Sensor (VSS)1 PulsesPerMile calculated from CAN: No
Police Package Equipped: No
Unleaded Gasoline Fuel: Yes
Unleaded diesel fuel: No
Manual Transmission Equipped: No
4-Speed Automatic Transmission Equipped: No
Electronic Automatic Transmission (EATX) Equipped: No
A580 Transmission Equipped: No
Vehicle Speed Sensor (VSS)1 PulsesPerMile from EE: No
Sensorless Flexible fuel vehicles (FFV) feature is enabled: No
Electronic Throttle Control Equipped: Yes
Manifold Tuning Valve (MTV) Solenoid Equipped: No
Multi-Displacement System (MDS) Equipped: No
Turbocharger Equipped: No
Manifold Short Runner Valve (SRV) Equipped: No
Secondary Air Equipped: No
Shift Indicator Lamp Equipped: No
Barometric Sensor Equipped: Yes
TIP Equipped: No
Battery Temp Sensor Equipped: No
Knock Sensor 1 Equipped: Yes
Knock Sensor 2 Equipped: Yes
WI4 Variable Valve Timing Equipped: No
Clutch Interlock Switch: No
Evaporative System Integrity Monitor (ESIM) Equipped: Yes
Linear Purge Equipped: No

Linear EGR Equipped: No
Continuous Variable Transmission Equipped: No
2-Liter Continuous Variable Transmission Equipped: No
Direct Injection Equipped: No
Secondary Fuel Pump Equipped: No
Electronic Coolant Pump Equipped: No
O2 Sensor Bank 1 Sensor 1: Yes
O2 Sensor Bank 1 Sensor 2: Yes
O2 Sensor Bank 1 Sensor 3: No
O2 Sensor Bank 2 Sensor 1: Yes
O2 Sensor Bank 2 Sensor 2: Yes
Variable Displacement Air Conditioner Equipped: No
Fixed displacement Air Conditioner Equipped: No
WI4 Intake Flow Control Valve Equipped: No
Electric Coolant Valve Equipped: No
Engine Oil Heater Cooler Equipped: No
Transmission Oil Heater Equipped: No
Electric Water Pump Equipped: No
Rear Heater Equipped: No
Starter Relay 2 Equipped: No
Inrush Current Reduction Relay Equipped: No
Active Grille Shutter Equipped: No
Electronic Vacuum Pump Equipped: No
Wide Range O2 Sensor 1/1: Yes
Wide Range O2 Sensor 2/1: Yes
MultiAir Equipped: No
Engine Stop Start Equipped: No
Viscosity Sensor Equipped: No
Duty Cycle Purge Valve Equipped: Yes
Electric Thermostat Heater Equipped: No
Exhaust Cam 1: Yes
Exhaust Cam 2: No
Intake Cam 1: No
Intake Cam 2: No
Tumble Generating Valve (TGV) Equipped: No
AHS Hybrid Electric Vehicle (HEV) Equipped: No
Traction Power Inverter Module Electric Water Pump Equipped: No
Auxiliary Heater Electric Water Pump Equipped: No
Manual Water Pump Clutch Equipped: No
Dual Speed Fuel Pump Equipped: No
Fuel Tank Isolation Valve/Fuel Tank Pressure Sensor system Equipped: No
1 Speed Fan Mechanical Relay System Equipped: No
2 Speed Fan Mechanical Relay System Equipped: No
3 Speed Fan Mechanical Relay System Equipped: No
2-Speed Fan Pulse Width Modulation (PWM) Relay System Equipped: No
Linear Pulse Width Modulation (PWM) Fan Relay System Equipped: Yes
Pulse Width Modulation (PWM) Fan Motor System Equipped: No
Fan Wake Up Relay System Equipped: No
40TE / 41TE / 41TEA: No
42RLE: No
45RFE / 545RFE / 65RFE: No
62TE: No
66RFE / 68RFE: No
Variable line pressure (VLP) Is Learnable Indicator: No
Variable line pressure (VLP) Equipped Indicator: No
Variable Force Solenoid (VFS) Actuators Available Indicator: No
Electronic range selector (ERS) Equipped Indicator: No
Engine Software In Package: Yes
Transmission Software Included: No
Intelligent Cruise Control (ICC) Cruise Equipped: No
Electronic Throttle Control (ETC) Cruise equipped: No
Adaptive Cruise Control Equipped: Yes
Adaptive Cruise Equipped: Yes

Adaptive Cruise Control Hardware Equipped: No
GPEC2: No
GPEC2A: Yes
GPEC3: No
Cummins: No
VMM: No
Powernet: Yes
CUSW: No
Compressed Natural Gas Equipped: No
CUSW PROXI Write Programming Support Enabled: No
Active Engine Mount Equipped: No
ZF 9 Speed Transmission Equipped: No
HPT 6 Speed Transmission Equipped: No
Variable Speed Fuel Pump Equipped: Yes
Air Shut-off Valve Bank 1 1 Control Solenoid 1: No
Air Shut-off Valve Bank 1 1 Control Solenoid 2: No
Air Shut-off Valve Bank 1 2 Control Solenoid 2: No
Dual Stage Oil Pump Equipped: No
Auxiliary Coolant Pump Equipped: No
Transmission Skip Shift Equipped: No
TransReverse Lockout Equipped: No
Port Flap Valve Equipped: No

Input Configuration 1:

Power Steering Switch: Not enabled
Power Steering Switch: Not Mandatory
4 Button Integrated Cruise Control: Not Equipped
Air Conditioner Low Pressure Cut-out Switch: Not Equipped
Oil Pressure Sensor: Enabled
Flash MIL for ETC Failure: No
Vehicle speed sensor 2: Not Equipped
Brake Switch 2 Received from Vehicle Bus: Yes
Brake Fluid Level Switch: Not Equipped
Clutch Interlock Switch: Not Equipped
Clutch Upstop Switch: Not Equipped
J1850 Equipped: Yes
Oil pressure switch: Not enabled
Oil Pressure Model Enabled: No
Power Take Off Switch: Not Equipped
Fuel Level Received from Vehicle Bus: Yes

Input Configuration 2:

Vehicle Speed Sensor (VSS) from EATX Output Speed Sensor (OSS): No
Viscosity Sensor Equipped: No
Tip Sensor Equipped: No
Barometric Sensor Equipped: Yes
ECT 2: Not Equipped
Active Exhaust Pressure Sensor Equipped: No
O2 sensor 2/1 is in wide range: Yes
O2 sensor 1/1 is in wide range: Yes
Secondary Mass Airflow Sensor Equipped: No
PREMAIR: Not Equipped
Wheel Distance Over CAN Bus: Yes
DENSO Air Conditioner Compressor Equipped: No
JEEP4WD Clutch Interlock Override: No
Battery Model Equipped: No
SECND MAF SENSOR B2 EQUIPPED: No
Fuel Volume From Bus: Yes