

2010 Prius
2ZR-FXE

JTDKN3DU1A0086607

Freeze Frame Data
P0B47-123 Hybrid Battery Voltage Sensor "C" Circuit Low



Current FFD | Pending FFD

Parameter	Value	Unit	Parameter	Value	Unit
ECU Control Mode	0		123-Drive Condition ID	0	
Standby Blower Request	OFF		123-Power Resource VB	208	V
Temp of Batt TB1	106.5	F	123-Power Resource IB	0	A
Temp of Batt TB2	98.2	F	123-Shift Sensor Shift Pos	P	
Temp of Batt TB3	102.4	F	123-Auxiliary Batt Voltage	12.00	V
Battery Block Vol -V01	14.67	V	123-VL-Voltage before Boosting	0	V
Battery Block Vol -V02	14.77	V	123-VH-Voltage after Boosting	0	V
Battery Block Vol -V03	14.79	V	123-The Time of Ignition ON	0	min
Battery Block Vol -V04	15.01	V	123-Vehicle Speed(Max)	0	MPH
Battery Block Vol -V05	15.00	V	123-Engine Stop Request	Yes	
Battery Block Vol -V06	14.96	V	123-Engine Idling Request	No	
Battery Block Vol -V07	15.01	V	123-Engine Fuel Cut	No	
Battery Block Vol -V08	15.04	V	123-Main Batt Charging Rqst	No	
Battery Block Vol -V09	15.00	V	123-Engine Warming Up Rqst	No	
Battery Block Vol -V10	14.96	V	123-Stop Switch	No	
Battery Block Vol -V11	15.01	V	123-Cruise Control	No	
Battery Block Vol -V12	15.04	V	123-Exclusive Information 1	-127	
Battery Block Vol -V13	15.01	V	123-Exclusive Information 2	-127	
Battery Block Vol -V14	15.01	V	123-Exclusive Information 3	-127	
Pattern Switch (PWR/M)	OFF		123-Exclusive Information 4	-127	
Detail Code 1	0		123-Exclusive Information 5	-127	
Detail Code 2	0		123-Exclusive Information 6	-127	
Detail Code 3	0		123-Exclusive Information 7	-127	
Detail Code 4	123		123-Occurrence Order	4	
Detail Code 5	0		123-Cnv Tmp (Upper)	99	F
123-Information 4	123		123-Cnv Tmp (Lower)	99	F
123-Generator(MG1) Rev	0	rpm	123-Generator Temp	88	F
123-Motor(MG2) Revolution	0	rpm	123-MG1 Carrier Frequency	5.00	kHz
123-Generator(MG1) Torq	0	Nm	123-MG2 Carrier Frequency	5.00	kHz
123-Motor(MG2) Torq	0	Nm	123-Motor Temp	88	F
123-Request Power	0	kW	123-Converter Carrier Freq	9.55	kHz
123-Engine Spd	0	rpm	123-Inverter Temp (MG1)	97	F
123-Master Cylinder Ctrl Trq	0	Nm	123-MG1 Control Mode	0	
123-State of Charge	60.0	%	123-Inverter Temp (MG2)	99	F
123-WOUT Control Power	20800	W	123-MG2 Control Mode	0	
123-WIN Control Power	-22560	W	123-Boost Ratio	0.0	%

- Trouble Codes
- Data List
- Active Test
- Monitor
- Utility
- Dual Data List

- Print
- Close

Sort A to Z

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Freeze Frame Data
P0B47-123 Hybrid Battery Voltage Sensor "C" Circuit Low



Current FFD | Pending FFD

Parameter	Value	Unit	Parameter	Value	Unit
Permit Start by Immobiliser	Norml		MG1 Inverter Shutdown	ON	
Immobiliser Communication	ON		MG1 Inverter Fail	OFF	
Starter Switch	OFF		MG2 Inverter Shutdown	ON	
Inv-T (MG1) afr IG-ON	97	F	MG2 Inverter Fail	OFF	
Inv-T (MG2) afr IG-ON	99	F	Conv Shutdown	ON	
Mtr-T (MG2) afr IG-ON	88	F	Converter Fail	OFF	
Conv-Tmp after IG-ON	99	F	P Pos SW Terminal Vol	2.18	V
SOC after IG-ON	59.5	%	Internal Shift Position	P	
Inv-Temp (MG1) Max	97	F	P Rq Malfunction (T/M Ctrl)	Norml	
Inv-Temp (MG2) Max	99	F	P Request (T/M Ctrl)	ON	
Mtr-Temp (MG2) Max	88	F	T/M Control ECU State	Norml	
Converter Temp Max	99	F	T/M ECU Pulse Consec Err	Norml	
Status of Charge Max	59.5	%	T/M ECU Pulse Single Err	Norml	
Status of Charge Min	59.5	%	HV Start Condition	Norml	
Stop Light Switch	OFF		W/P Run Control Duty	6.25	%
Auxiliary Batt Temperature	-40	F	Engine Stop Request	Request	
Collision Signal (Airbag)	OFF		Engine Idling Request	No	
TC Terminal	OFF		Main Batt Charging Rqst	No	
Inter Lock Switch	OFF		Aircon Request	No	
EV Switch	OFF		Engine Warming Up Rqst	No	
Back Up Lamp Relay	OFF		SMRP Status	OFF	
ECO Mode	OFF		SMRB Status	OFF	
Generate Torque	0.0	Nm	SMRG Status	OFF	
Prohibit Charge for P Pos	OFF		MG1 Gate Status	ON	
Vehicle Parking (T/M Ctrl)	ON		MG2 Gate Status	ON	
Shift Pos Status (T/M Ctrl)	P		Converter Gate Status	ON	
Shift P Permission Signal	ON		Aircon Gate Status	OFF	
DC/DC Cnv Temp (Upper)	99	F	Converter Carrier Freq	9.55	kHz
Safing Signal (Airbag)	OFF		Delta SOC	0.0	%
DC/DC Cnv Temp (Lower)	99	F	Batt Pack Current Val	0.49	A
Normal Signal for A/B ECU	OFF		Inhaling Air Temp	100.6	F
Mtr-T (MG1) afr IG-ON	88	F	VMF Fan Motor Voltage1	1.3	V
Mtr-Temp (MG1) Max	88	F	Auxiliary Battery Vol	11.89	V
Overvoltage Input to Conv	OFF		Charge Control Value	-22.5	KW
Overvoltage Input to Inv	OFF		Discharge Control Value	21.0	KW
Emergency Shutdown	OFF		Cooling Fan Mode1	1	

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All Data ▾
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Freeze Frame Data
P0B47-123 Hybrid Battery Voltage Sensor "C" Circuit Low



Current FFD | Pending FFD

Parameter	Value	Unit	Parameter	Value	Unit
Engine Coolant Temp	284	F	VL-Voltage before Boosting	0	V
Engine Revolution	16383	rpm	VH-Voltage after Boosting	1	V
Vehicle Spd	0	MPH	Boost Ratio	0.0	%
Engine Run Time	0	s	Drive Condition ID	0	
+B	11.97	V	Shift Sensor Main	2.07	V
Accel Pedal Pos #1	15.6	%	Shift Sensor Sub	2.08	V
Accel Pedal Pos #2	31.7	%	Shift Sensor Select Main	1.48	V
Ambient Temperature	91	F	Shift Sensor Select Sub	1.44	V
Intake Air Temperature	284	F	Shift Sensor Shift Pos	P	
DTC Clear Warm Up	0		Crank Position	0	deg (CA)
DTC Clear Run Distance	0	mile	A/C Consumption Pwr	0	W
DTC Clear Min	0	min	Short Wave Highest Val	4.98	V
MAP	22	psi(gauge)	MG1 Control Mode	0	
Atmosphere Pressure	-0	psi(gauge)	MG1 Carrier Frequency	5.00	kHz
Motor(MG2) Revolution	0	rpm	MG2 Control Mode	0	
Motor(MG2) Torq	0.00	Nm	MG2 Carrier Frequency	5.00	kHz
M(MG2) Trq Exec Val	-0.50	Nm	Num of Current Code	2	
Generator(MG1) Rev	0	rpm	Num of History Code	2	
Generator(MG1) Torq	0.00	Nm	Calculate Load	100.0	%
G(MG1) Trq Exec Val	0.00	Nm	Throttle Position	100.0	%
Regenerative Brake Torq	0.0	Nm	DCDC Cnv Tar Pulse Duty	56.0	%
Rqst Regen Brake Torq	0.0	Nm	Inverter Coolant Water Temperature	97	F
Inverter Temp-(MG1)	97	F	Cooling Fan 0	36.5	%
Inverter Temp-(MG2)	99	F	Cooling Fan Relay	ON	
Motor Temp No2	88	F	Inverter W/P Revolution	500	rpm
Motor Temp No1	88	F	Prohibit DC/DC conv sig	ON	
Accelerator Degree	0.0	%	EV Request	OFF	
Request Power	0	W	Request Driving Force	0.0	N
Target Engine Rev	0	rpm	Primary DF Rqst on CCS	Pedal	
Engine Rev (Sensor)	0	rpm	Operator Override	Notctrl	
State of Charge (All Bat)	59.6	%	Accelerator Info for DSS	OFF	
Master Cylinder Ctrl Trq	0.0	Nm	Gradient of Road Surface	0.1	m/s2
Power Resource VB	209.0	V	TRC OFF Switch	OFF	
Power Resource IB	0.49	A	IPA Creep up Rate	1.0	
			IPA Control Signal	OFF	

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2010 Prius
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Tire Pressure / Threshold Value [psi(gauge)]

Sensor 1: 56.2 / N/A Sensor 2: N/A / N/A
 Sensor 3: 35.5 / N/A Sensor 4: N/A / N/A
 Sensor 5: N/A / N/A

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Prius_2ZR-FXE_JTD

Notes

Health Check

Health Check Results

Data 1-10/30/2019 5:49:18 PM

Hybrid Control

DTC/Monitor

Data 2-10/30/201

Data 3-10/30/201

Data 4-10/30/201

SVSC/TRAC

System	Monitor Status	DTC	Curr	Pend	Hist	Perm	SB	Calibration
Hybrid Control	-	P0517	X		X		?	896B34701200
		P0A80				X	?	896B54701000
		P0AFC					X	898844708200
		P0B42	X	X	X	X	?	898844709200
ABS/VSC/TRAC	-	U0100	X	X	X	X	?	
		C1259	X				?	F152647106
		C1310	X				?	
Air Conditioner	-	C1445	X				?	
		U0100				X	?	-
		B2313	X				?	-
P-Door Motor	-	B2313	X			?	-	
RR-Door Motor	-	B2313	X			?	-	
RL-Door Motor	-	B2313	X			?	-	
PM2 Gateway	-	U0100			X	?	-	
Tire Pressure Monitor	-						-	
EMPS	-						-	
Occupant Detection	-						-	
Combination Meter	-							838004737005
								838004737004
								838004737004
								590C1U2A**01
Main Body	-						-	
D-Door Motor	-						-	
Smart Key	-						-	
Master Switch	-						-	
SRS Airbag	-						-	
PM1 Gateway	-						-	
Power Source Control	-						-	
Transmission Control	-						-	
Telematics	-							0000000003.51.0
								5.40
								59231

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10/30/2019 5:49:18 PM



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2010 Prius 2ZR

File Notes

Health Check
Data 1-10/

Hybrid Contr
DTC/Monit

Data 2

Data 3

Data 4

ABS/VSC/TR

Freeze Frame Data

P0B42-123 Hybrid Battery Voltage Sensor "B" Circuit Low



Current FFD | Pending FFD

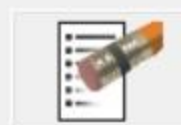
Parameter	Value	Unit	Parameter	Value	Unit
Engine Coolant Temp	284	F	VL-Voltage before Boosting	216	V
Engine Revolution	16383	rpm	VH-Voltage after Boosting	216	V
Vehicle Spd	0	MPH	Boost Ratio	0.0	%
Engine Run Time	0	s	Drive Condition ID	0	
+B	13.92	V	Shift Sensor Main	2.07	V
Accel Pedal Pos #1	15.6	%	Shift Sensor Sub	2.08	V
Accel Pedal Pos #2	31.7	%	Shift Sensor Select Main	1.50	V
Ambient Temperature	84	F	Shift Sensor Select Sub	1.46	V
Intake Air Temperature	284	F	Shift Sensor Shift Pos	P	
DTC Clear Warm Up	0		Crank Position	0	deg (CA)
DTC Clear Run Distance	0	mile	A/C Consumption Pwr	0	W
DTC Clear Min	0	min	Short Wave Highest Val	2.30	V
MAP	22	psi(gauge)	MG1 Control Mode	0	
Atmosphere Pressure	-0	psi(gauge)	MG1 Carrier Frequency	5.00	kHz
Motor(MG2) Revolution	0	rpm	MG2 Control Mode	0	
Motor(MG2) Torq	0.00	Nm	MG2 Carrier Frequency	2.50	kHz
M(MG2) Trq Exec Val	0.00	Nm	Num of Current Code	2	
Generator(MG1) Rev	0	rpm	Num of History Code	2	
Generator(MG1) Torq	0.00	Nm	Calculate Load	100.0	%
G(MG1) Trq Exec Val	0.00	Nm	Throttle Position	100.0	%
Regenerative Brake Torq	0.0	Nm	DCDC Cnv Tar Pulse Duty	56.0	%
Rqst Regen Brake Torq	0.0	Nm	Inverter Coolant Water Temperature	88	F
Inverter Temp-(MG1)	88	F	Cooling Fan 0	35.0	%
Inverter Temp-(MG2)	90	F	Cooling Fan Relay	ON	
Motor Temp No2	86	F	Inverter W/P Revolution	3500	rpm
Motor Temp No1	84	F	Prohibit DC/DC conv sig	OFF	
Accelerator Degree	0.0	%	EV Request	OFF	
Request Power	0	W	Request Driving Force	0.0	N
Target Engine Rev	0	rpm	Primary DF Rqst on CCS	Pedal	
Engine Rev (Sensor)	0	rpm	Operator Override	Notctrl	
State of Charge (All Bat)	58.8	%	Accelerator Info for DSS	OFF	
Master Cylinder Ctrl Trq	0.0	Nm	Gradient of Road Surface	0.1	m/s2
Power Resource VB	216.0	V	TRC OFF Switch	OFF	
Power Resource IB	2.93	A	IPA Creep up Rate	1.0	
			IPA Control Signal	OFF	

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All Data

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2010 F
2ZR-F

JTDKN3
7
20
90
ZR

- File Notes
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- Hybrid Contr
- DTC/Monit
- Data 2.
- Data 3.
- Data 4.
- ABS/VSC/TR

Freeze Frame Data
P0B42-123 Hybrid Battery Voltage Sensor "B" Circuit Low



Current FFD | Pending FFD

Parameter	Value	Unit	Parameter	Value	Unit
Permit Start by Immobiliser	Norml		MG1 Inverter Shutdown	ON	
Immobiliser Communication	ON		MG1 Inverter Fail	OFF	
Starter Switch	OFF		MG2 Inverter Shutdown	OFF	
Inv-T (MG1) afr IG-ON	32	F	MG2 Inverter Fail	OFF	
Inv-T (MG2) afr IG-ON	32	F	Conv Shutdown	OFF	
Mtr-T (MG2) afr IG-ON	32	F	Converter Fail	OFF	
Conv-Tmp after IG-ON	32	F	P Pos SW Terminal Vol	2.53	V
SOC after IG-ON	0.0	%	Internal Shift Position	P	
Inv-Temp (MG1) Max	90	F	P Rq Malfunction (T/M Ctrl)	Norml	
Inv-Temp (MG2) Max	90	F	P Request (T/M Ctrl)	ON	
Mtr-Temp (MG2) Max	86	F	T/M Control ECU State	Norml	
Converter Temp Max	91	F	T/M ECU Pulse Consec Err	Norml	
Status of Charge Max	59.5	%	T/M ECU Pulse Single Err	Norml	
Status of Charge Min	0.0	%	HV Start Condition	Norml	
Stop Light Switch	OFF		W/P Run Control Duty	62.50	%
Auxiliary Batt Temperature	-40	F	Engine Stop Request	Request	
Collision Signal (Airbag)	OFF		Engine Idling Request	No	
TC Terminal	OFF		Main Batt Charging Rqst	No	
Inter Lock Switch	OFF		Aircon Request	No	
EV Switch	OFF		Engine Warming Up Rqst	No	
Back Up Lamp Relay	OFF		SMRP Status	OFF	
ECO Mode	OFF		SMRB Status	ON	
Generate Torque	79.0	Nm	SMRG Status	ON	
Prohibit Charge for P Pos	OFF		MG1 Gate Status	ON	
Vehicle Parking (T/M Ctrl)	ON		MG2 Gate Status	OFF	
Shift Pos Status (T/M Ctrl)	P		Converter Gate Status	OFF	
Shift P Permission Signal	ON		Aircon Gate Status	ON	
DC/DC Cnv Temp (Upper)	90	F	Converter Carrier Freq	9.55	kHz
Safing Signal (Airbag)	OFF		Delta SOC	0.0	%
DC/DC Cnv Temp (Lower)	90	F	Batt Pack Current Val	2.93	A
Normal Signal for A/B ECU	ON		Inhaling Air Temp	93.2	F
Mtr-T (MG1) afr IG-ON	32	F	VMF Fan Motor Voltage1	1.3	V
Mtr-Temp (MG1) Max	86	F	Auxiliary Battery Vol	13.85	V
Overvoltage Input to Conv	OFF		Charge Control Value	-25.0	KW
Overvoltage Input to Inv	OFF		Discharge Control Value	21.0	KW
Emergency Shutdown	OFF		Cooling Fan Mode1	1	

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2010 Prius
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Freeze Frame Data
P0B42-123 Hybrid Battery Voltage Sensor "B" Circuit Low



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Current FFD | Pending FFD

Parameter	Value	Unit	Parameter	Value	Unit
ECU Control Mode	0		123-Drive Condition ID	0	
Standby Blower Request	OFF		123-Power Resource VB	216	V
Temp of Batt TB1	94.5	F	123-Power Resource IB	2	A
Temp of Batt TB2	92.1	F	123-Shift Sensor Shift Pos	P	
Temp of Batt TB3	93.6	F	123-Auxiliary Batt Voltage	13.96	V
Battery Block Vol -V01	13.35	V	123-VL-Voltage before Boosting	216	V
Battery Block Vol -V02	17.50	V	123-VH-Voltage after Boosting	216	V
Battery Block Vol -V03	15.40	V	123-The Time of Ignition ON	0	min
Battery Block Vol -V04	15.40	V	123-Vehicle Speed(Max)	0	MPH
Battery Block Vol -V05	15.40	V	123-Engine Stop Request	Yes	
Battery Block Vol -V06	15.43	V	123-Engine Idling Request	No	
Battery Block Vol -V07	15.38	V	123-Engine Fuel Cut	No	
Battery Block Vol -V08	15.43	V	123-Main Batt Charging Rqst	No	
Battery Block Vol -V09	15.43	V	123-Engine Warming Up Rqst	No	
Battery Block Vol -V10	15.43	V	123-Stop Switch	No	
Battery Block Vol -V11	15.38	V	123-Cruise Control	No	
Battery Block Vol -V12	15.40	V	123-Exclusive Information 1	-127	
Battery Block Vol -V13	15.43	V	123-Exclusive Information 2	-127	
Battery Block Vol -V14	15.43	V	123-Exclusive Information 3	-127	
Pattern Switch (PWR/M)	OFF		123-Exclusive Information 4	-127	
Detail Code 1	0		123-Exclusive Information 5	-127	
Detail Code 2	0		123-Exclusive Information 6	-127	
Detail Code 3	0		123-Exclusive Information 7	-127	
Detail Code 4	123		123-Occurrence Order	4	
Detail Code 5	0		123-Cnv Tmp (Upper)	90	F
123-Information 4	123		123-Cnv Temp (Lower)	90	F
123-Generator(MG1) Rev	0	rpm	123-Generator Temp	86	F
123-Motor(MG2) Revolution	0	rpm	123-MG1 Carrier Frequency	5.00	kHz
123-Generator(MG1) Torq	0	Nm	123-MG2 Carrier Frequency	2.50	kHz
123-Motor(MG2) Torq	0	Nm	123-Motor Temp	84	F
123-Request Power	0	kW	123-Converter Carrier Freq	9.55	kHz
123-Engine Spd	0	rpm	123-Inverter Temp (MG1)	88	F
123-Master Cylinder Ctrl Trq	0	Nm	123-MG1 Control Mode	0	
123-State of Charge	59.2	%	123-Inverter Temp (MG2)	90	F
123-WOUT Control Power	20800	W	123-MG2 Control Mode	0	
123-WIN Control Power	-25120	W	123-Boost Ratio	0.0	%

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Freeze Frame Data
P0B42-123 Hybrid Battery Voltage Sensor "B" Circuit Low



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Current FFD | Pending FFD

Parameter	Value	Unit	Parameter	Value	Unit
123-Drive Condition ID	0		123-MG1 Inverter Shutdown	ON	
123-Power Resource VB	216	V	123-HV Coolant Temperature	88	F
123-Power Resource IB	2	A	123-MG2 Inverter Shutdown	OFF	
123-Shift Sensor Shift Pos	P		123-Accel Sensor Main	0.0	%
123-Auxiliary Batt Voltage	13.96	V	123-Conv Shutdown	OFF	
123-VL-Voltage before Boosting	216	V			
123-VH-Voltage after Boosting	216	V			
123-The Time of Ignition ON	0	min			
123-Vehicle Speed(Max)	0	MPH			
123-Engine Stop Request	Yes				
123-Engine Idling Request	No				
123-Engine Fuel Cut	No				
123-Main Batt Charging Rqst	No				
123-Engine Warming Up Rqst	No				
123-Stop Switch	No				
123-Cruise Control	No				
123-Exclusive Information 1	-127				
123-Exclusive Information 2	-127				
123-Exclusive Information 3	-127				
123-Exclusive Information 4	-127				
123-Exclusive Information 5	-127				
123-Exclusive Information 6	-127				
123-Exclusive Information 7	-127				
123-Occurrence Order	4				
123-Cnv Tmp (Upper)	90	F			
123-Cnv Tmp (Lower)	90	F			
123-Generator Temp	86	F			
123-MG1 Carrier Frequency	5.00	kHz			
123-MG2 Carrier Frequency	2.50	kHz			
123-Motor Temp	84	F			
123-Converter Carrier Freq	9.55	kHz			
123-Inverter Temp (MG1)	88	F			
123-MG1 Control Mode	0				
123-Inverter Temp (MG2)	90	F			
123-MG2 Control Mode	0				
123-Boost Ratio	0.0	%			

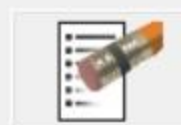
- 2010_Prius_2ZR
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- DTC/Monit
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- Data 3
- Data 4
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2010 Prius
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Freeze Frame Data
U0100 Lost Communication with ECM/PCM "A"



JTDKN3DU1A0086607

Current FFD | Pending FFD

Parameter	Value	Unit	Parameter	Value	Unit
Engine Coolant Temp	32	F	VL-Voltage before Boosting	0	V
Engine Revolution	0	rpm	VH-Voltage after Boosting	0	V
Vehicle Spd	0	MPH	Boost Ratio	0.0	%
Engine Run Time	0	s	Drive Condition ID	0	
+B	10.95	V	Shift Sensor Main	2.07	V
Accel Pedal Pos #1	15.6	%	Shift Sensor Sub	2.08	V
Accel Pedal Pos #2	31.7	%	Shift Sensor Select Main	1.50	V
Ambient Temperature	84	F	Shift Sensor Select Sub	1.46	V
Intake Air Temperature	32	F	Shift Sensor Shift Pos	P	
DTC Clear Warm Up	0		Crank Position	0	deg (CA)
DTC Clear Run Distance	0	mile	A/C Consumption Pwr	0	W
DTC Clear Min	0	min	Short Wave Highest Val	4.98	V
MAP	-15	psi(gauge)	MG1 Control Mode	0	
Atmosphere Pressure	-0	psi(gauge)	MG1 Carrier Frequency	5.00	kHz
Motor(MG2) Revolution	0	rpm	MG2 Control Mode	0	
Motor(MG2) Torq	0.00	Nm	MG2 Carrier Frequency	5.00	kHz
M(MG2) Trq Exec Val	0.00	Nm	Num of Current Code	1	
Generator(MG1) Rev	0	rpm	Num of History Code	1	
Generator(MG1) Torq	0.00	Nm	Calculate Load	0.0	%
G(MG1) Trq Exec Val	0.00	Nm	Throttle Position	0.0	%
Regenerative Brake Torq	0.0	Nm	DCDC Cnv Tar Pulse Duty	56.0	%
Rqst Regen Brake Torq	0.0	Nm	Inverter Coolant Water Temperature	88	F
Inverter Temp-(MG1)	88	F	Cooling Fan 0	31.0	%
Inverter Temp-(MG2)	90	F	Cooling Fan Relay	ON	
Motor Temp No2	86	F	Inverter W/P Revolution	500	rpm
Motor Temp No1	86	F	Prohibit DC/DC conv sig	ON	
Accelerator Degree	0.0	%	EV Request	OFF	
Request Power	0	W	Request Driving Force	0.0	N
Target Engine Rev	0	rpm	Primary DF Rqst on CCS	Pedal	
Engine Rev (Sensor)	0	rpm	Operator Override	Notctrl	
State of Charge (All Bat)	59.2	%	Accelerator Info for DSS	OFF	
Master Cylinder Ctrl Trq	-14.8	Nm	Gradient of Road Surface	0.1	m/s2
Power Resource VB	217.0	V	TRC OFF Switch	OFF	
Power Resource IB	0.00	A	IPA Creep up Rate	1.0	
			IPA Control Signal	OFF	

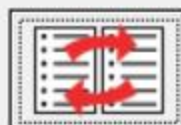
- 2010_Prius_2ZR_
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- DTC/Monit
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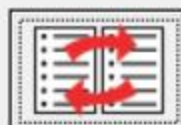
Parameter	Value	Unit	Parameter	Value	Unit
Permit Start by Immobiliser	Norml		MG1 Inverter Shutdown	ON	
Immobiliser Communication	ON		MG1 Inverter Fail	OFF	
Starter Switch	OFF		MG2 Inverter Shutdown	ON	
Inv-T (MG1) afr IG-ON	32	F	MG2 Inverter Fail	OFF	
Inv-T (MG2) afr IG-ON	32	F	Conv Shutdown	ON	
Mtr-T (MG2) afr IG-ON	32	F	Converter Fail	OFF	
Conv-Tmp after IG-ON	32	F	P Pos SW Terminal Vol	1.99	V
SOC after IG-ON	0.0	%	Internal Shift Position	P	
Inv-Temp (MG1) Max	88	F	P Rq Malfunction (T/M Ctrl)	Norml	
Inv-Temp (MG2) Max	90	F	P Request (T/M Ctrl)	ON	
Mtr-Temp (MG2) Max	86	F	T/M Control ECU State	Norml	
Converter Temp Max	90	F	T/M ECU Pulse Consec Err	Norml	
Status of Charge Max	59.5	%	T/M ECU Pulse Single Err	Norml	
Status of Charge Min	0.0	%	HV Start Condition	Norml	
Stop Light Switch	ON		W/P Run Control Duty	6.25	%
Auxiliary Batt Temperature	-40	F	Engine Stop Request	Request	
Collision Signal (Airbag)	OFF		Engine Idling Request	No	
TC Terminal	OFF		Main Batt Charging Rqst	No	
Inter Lock Switch	OFF		Aircon Request	No	
EV Switch	OFF		Engine Warming Up Rqst	No	
Back Up Lamp Relay	OFF		SMRP Status	OFF	
ECO Mode	OFF		SMRB Status	OFF	
Generate Torque	-4.8	Nm	SMRG Status	OFF	
Prohibit Charge for P Pos	OFF		MG1 Gate Status	ON	
Vehicle Parking (T/M Ctrl)	ON		MG2 Gate Status	ON	
Shift Pos Status (T/M Ctrl)	P		Converter Gate Status	ON	
Shift P Permission Signal	ON		Aircon Gate Status	OFF	
DC/DC Cnv Temp (Upper)	90	F	Converter Carrier Freq	9.55	kHz
Safing Signal (Airbag)	OFF		Delta SOC	0.0	%
DC/DC Cnv Temp (Lower)	90	F	Batt Pack Current Val	0.11	A
Normal Signal for A/B ECU	ON		Inhaling Air Temp	93.2	F
Mtr-T (MG1) afr IG-ON	32	F	VMF Fan Motor Voltage1	0.0	V
Mtr-Temp (MG1) Max	86	F	Auxiliary Battery Vol	10.87	V
Overvoltage Input to Conv	OFF		Charge Control Value	-25.0	KW
Overvoltage Input to Inv	OFF		Discharge Control Value	21.0	KW
Emergency Shutdown	OFF		Cooling Fan Mode1	1	

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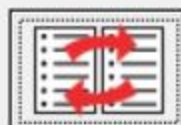
Parameter	Value	Unit	Parameter	Value	Unit
ECU Control Mode	0		211-Drive Condition ID	0	
Standby Blower Request	OFF		211-Power Resource VB	216	V
Temp of Batt TB1	94.5	F	211-Power Resource IB	0	A
Temp of Batt TB2	92.1	F	211-Shift Sensor Shift Pos	P	
Temp of Batt TB3	93.6	F	211-Auxiliary Batt Voltage	10.98	V
Battery Block Vol -V01	13.28	V	211-VL-Voltage before Boosting	0	V
Battery Block Vol -V02	17.75	V	211-VH-Voltage after Boosting	0	V
Battery Block Vol -V03	15.45	V	211-The Time of Ignition ON	0	min
Battery Block Vol -V04	15.48	V	211-Vehicle Speed(Max)	0	MPH
Battery Block Vol -V05	15.48	V	211-Engine Stop Request	Yes	
Battery Block Vol -V06	15.50	V	211-Engine Idling Request	No	
Battery Block Vol -V07	15.43	V	211-Engine Fuel Cut	No	
Battery Block Vol -V08	15.50	V	211-Main Batt Charging Rqst	No	
Battery Block Vol -V09	15.50	V	211-Engine Warming Up Rqst	No	
Battery Block Vol -V10	15.50	V	211-Stop Switch	Yes	
Battery Block Vol -V11	15.45	V	211-Cruise Control	No	
Battery Block Vol -V12	15.48	V	211-Exclusive Information 1	-127	
Battery Block Vol -V13	15.48	V	211-Exclusive Information 2	-127	
Battery Block Vol -V14	15.52	V	211-Exclusive Information 3	-127	
Pattern Switch (PWR/M)	OFF		211-Exclusive Information 4	-127	
Detail Code 1	211		211-Exclusive Information 5	-127	
Detail Code 2	0		211-Exclusive Information 6	-127	
Detail Code 3	530		211-Exclusive Information 7	-127	
Detail Code 4	0		211-Occurrence Order	2	
Detail Code 5	0		211-Cnv Tmp (Upper)	90	F
211-Information 1	211		211-Cnv Temp (Lower)	90	F
211-Generator(MG1) Rev	0	rpm	211-Generator Temp	86	F
211-Motor(MG2) Revolution	0	rpm	211-MG1 Carrier Frequency	5.00	kHz
211-Generator(MG1) Torq	0	Nm	211-MG2 Carrier Frequency	5.00	kHz
211-Motor(MG2) Torq	0	Nm	211-Motor Temp	86	F
211-Request Power	0	kW	211-Converter Carrier Freq	9.55	kHz
211-Engine Spd	0	rpm	211-Inverter Temp (MG1)	88	F
211-Master Cylinder Ctrl Trq	-16	Nm	211-MG1 Control Mode	0	
211-State of Charge	59.6	%	211-Inverter Temp (MG2)	90	F
211-WOUT Control Power	20800	W	211-MG2 Control Mode	0	
211-WIN Control Power	-25120	W	211-Boost Ratio	0.0	%

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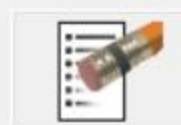
Parameter	Value	Unit	Parameter	Value	Unit
211-MG1 Inverter Shutdown	ON		530-Exclusive Information 5	-127	
211-HV Coolant Temperature	88	F	530-Exclusive Information 6	-127	
211-MG2 Inverter Shutdown	ON		530-Exclusive Information 7	-127	
211-Accel Sensor Main	0.0	%	530-Occurrence Order	3	
211-Conv Shutdown	ON		530-Cnv Tmp (Upper)	90	F
530-Information 3	530		530-Cnv Tmp (Lower)	90	F
530-Generator(MG1) Rev	0	rpm	530-Generator Temp	86	F
530-Motor(MG2) Revolution	0	rpm	530-MG1 Carrier Frequency	5.00	kHz
530-Generator(MG1) Torq	0	Nm	530-MG2 Carrier Frequency	5.00	kHz
530-Motor(MG2) Torq	0	Nm	530-Motor Temp	84	F
530-Request Power	0	kW	530-Converter Carrier Freq	9.55	kHz
530-Engine Spd	0	rpm	530-Inverter Temp (MG1)	88	F
530-Master Cylinder Ctrl Trq	-20	Nm	530-MG1 Control Mode	0	
530-State of Charge	59.6	%	530-Inverter Temp (MG2)	90	F
530-WOUT Control Power	20800	W	530-MG2 Control Mode	0	
530-WIN Control Power	-25120	W	530-Boost Ratio	0.0	%
530-Drive Condition ID	0		530-MG1 Inverter Shutdown	ON	
530-Power Resource VB	216	V	530-HV Coolant Temperature	88	F
530-Power Resource IB	0	A	530-MG2 Inverter Shutdown	ON	
530-Shift Sensor Shift Pos	P		530-Accel Sensor Main	0.0	%
530-Auxiliary Batt Voltage	10.98	V	530-Conv Shutdown	ON	
530-VL-Voltage before Boosting	0	V			
530-VH-Voltage after Boosting	0	V			
530-The Time of Ignition ON	0	min			
530-Vehicle Speed(Max)	0	MPH			
530-Engine Stop Request	Yes				
530-Engine Idling Request	No				
530-Engine Fuel Cut	No				
530-Main Batt Charging Rqst	No				
530-Engine Warming Up Rqst	No				
530-Stop Switch	Yes				
530-Cruise Control	No				
530-Exclusive Information 1	-127				
530-Exclusive Information 2	-127				
530-Exclusive Information 3	-127				
530-Exclusive Information 4	-127				

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