

Vehicle Diagnostic Report

2010 Prius 2ZR-FXE

JTDKN3DU6A0147577

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Printed By: Default User(1)

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Data List Hybrid Control(1 of 2)

Time/Frame : 08:40:171/28

Parameter	Value	Unit
Engine Coolant Temp	52	F
Engine Revolution	0	rpm
Vehicle Spd	0	MPH
Engine Run Time	0	s
+B	11.05	V
Ambient Temperature	52	F
DTC Clear Run Distance	0	mile
MAP	-0	psi(gauge)
Atmosphere Pressure	-0	psi(gauge)
Motor(MG2) Revolution	0	rpm
Motor(MG2) Torq	0.00	Nm
M(MG2) Trq Exec Val	0.00	Nm
Generator(MG1) Rev	0	rpm
Generator(MG1) Torq	0.00	Nm
G(MG1) Trq Exec Val	0.00	Nm
Regenerative Brake Torq	0.0	Nm
Rqst Regen Brake Torq	0.0	Nm
Inverter Temp-(MG1)	59	F
Inverter Temp-(MG2)	59	F
Motor Temp No2	54	F
Motor Temp No1	52	F
Accelerator Degree	0.0	%
Request Power	0	W
Target Engine Rev	0	rpm
State of Charge (All Bat)	54.5	%
Master Cylinder Ctrl Trq	0.0	Nm
Power Resource VB	61.0	V
Power Resource IB	0.00	A
VL-Voltage before Boosting	0	V
VH-Voltage after Boosting	0	V
Boost Ratio	0.0	%
Drive Condition ID	0	
Crank Position	-19	deg (CA)
A/C Consumption Pwr	0	W
Short Wave Highest Val	4.98	V
Num of Current Code	1	
Calculate Load	0.0	%
Throttle Position	17.6	%
DCDC Cnv Tar Pulse Duty	56.0	%
Inverter Coolant Water Temperature	57	F
Cooling Fan 0	36.5	%
Inverter W/P Revolution	500	rpm
Prohibit DC/DC conv sig	ON	
EV Request	OFF	
Gradient of Road Surface	0.3	m/s2
Permit Start by Immobiliser	Check	
Immobiliser Communication	ON	
Starter Switch	OFF	
SOC after IG-ON	54.5	%
Inv-Temp (MG1) Max	61	F
Inv-Temp (MG2) Max	61	F
Mtr-Temp (MG2) Max	52	F
Converter Temp Max	61	F
Status of Charge Max	54.5	%
Status of Charge Min	54.5	%
Stop Light Switch	OFF	

Data List
Hybrid Control(2 of 2)

Parameter	Value	Unit
Inter Lock Switch	OFF	
Back Up Lamp Relay	OFF	
ECO Mode	OFF	
Shift Pos Status (T/M Ctrl)	P	
Shift P Permission Signal	ON	
DC/DC Cnv Temp (Upper)	61	F
DC/DC Cnv Temp (Lower)	61	F
Mtr-Temp (MG1) Max	54	F
P Request (T/M Ctrl)	ON	
(Inverter) W/P Run Control Duty	6.25	%
Engine Stop Request	Request	
Engine Idling Request	No	
Main Batt Charging Rqst	No	
Aircon Request	No	
Engine Warming Up Rqst	No	
SMRP Status	OFF	
SMRB Status	OFF	
SMRG Status	OFF	
MG1 Gate Status	ON	
MG2 Gate Status	ON	
Converter Gate Status	ON	
Auxiliary Battery Low-Last Operation	0	
Auxiliary Battery Low-Last Trip	0	
MG2 Temperature High-Last Operation	0	
MG2 Temperature High-Last Trip	0	
MG1 Temperature High-Last Operation	0	
MG1 Temperature High-Last Trip	0	
MG2(Motor) Inverter Temperature High-Last Op	0	
MG2(Motor) Inverter Temperature High-Last Trip	0	
MG1(Generator) Inverter Temperature High-Last Op	0	
MG1(Generator) Inverter Temp High-Last Trip	0	
Main Battery Low Voltage-Last Operation	0	
Main Battery Low Voltage-Last Trip	0	
Coolant Heating-Last Operation	0	
Coolant Heating-Last Trip	0	
Converter Heating-Last Operation	0	
Converter Heating-Last Trip	0	
Batt Pack Current Val	0.00	A
Inhaling Air Temp	53.2	F
VMF Fan Motor Voltage1	1.1	V
Auxiliary Battery Vol	11.01	V
Charge Control Value	-3.5	KW
Discharge Control Value	2.0	KW
Cooling Fan Mode1	1	
Temp of Batt TB1	53.8	F
Temp of Batt TB2	54.5	F
Temp of Batt TB3	53.8	F
Battery Block Vol -V01	0.00	V
Battery Block Vol -V02	15.23	V
Battery Block Vol -V03	0.00	V
Battery Block Vol -V04	4.33	V
Battery Block Vol -V05	0.00	V
Battery Block Vol -V06	15.08	V
Battery Block Vol -V07	0.00	V
Battery Block Vol -V08	4.33	V
Battery Block Vol -V09	0.00	V
Battery Block Vol -V10	15.43	V
Battery Block Vol -V11	0.00	V
Battery Block Vol -V12	4.33	V
Battery Block Vol -V13	0.00	V
Battery Block Vol -V14	14.94	V
Battery Low Time	0	
DC Inhibit Time	0	
Hot Temperature Time	0	