

# Diagnostic Report

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**Date:** 30.04.2023 15:34:32

**VIN:** JTDKN36U5010XXXXX

**Manufacturer:** Toyota

**Model:** Prius

**Option:** 1.5 L

**Year:** 2009

## Monitor Status Report

### HPCM-HybridPtCtrl

Name	Continuous	Status
Misfire	Yes	ECU does not support this test
Fuel System	Yes	ECU does not support this test
Comprehensive Component	Yes	ECU has completed this test
Catalyst	No	ECU does not support this test
Heated Catalyst	No	ECU does not support this test
Evap System	No	ECU does not support this test
Secondary Air System	No	ECU does not support this test
Gasoline Particulate Filter	No	ECU does not support this test
Oxygen Sensor	No	ECU does not support this test
Oxygen Sensor Heater	No	ECU does not support this test
EGR and/or VVT System	No	ECU does not support this test

### ECM-EngineControl

Name	Continuous	Status
Misfire	Yes	ECU has completed this test
Fuel System	Yes	ECU has completed this test
Comprehensive Component	Yes	ECU has completed this test
Catalyst	No	ECU has completed this test
Heated Catalyst	No	ECU does not support this test

Evap System	No	ECU does not support this test
Secondary Air System	No	ECU does not support this test
Gasoline Particulate Filter	No	ECU does not support this test
Oxygen Sensor	No	ECU has completed this test
Oxygen Sensor Heater	No	ECU does not support this test
EGR and/or VVT System	No	ECU has completed this test

MIL Off

Number of Confirmed Codes: 0

Readiness Standard: None

**This vehicle is ready for emissions testing.**

## Trouble Code Report

There are no pending, stored, or permanent diagnostic trouble codes (DTCs).

## Mode \$01 - Powertrain Diagnostic Data

PID	Description	Value	Units
SAE 0x03	Fuel system 1 status	1	
SAE 0x03	Fuel system 2 status	0	
SAE 0x04	Calculated load value	0	%
SAE 0x05	Engine coolant temperature	79	°C
SAE 0x06	Short term fuel % trim - Bank 1	0	%
SAE 0x07	Long term fuel % trim - Bank 1	-0,78	%
SAE 0x0B	Intake manifold absolute pressure	99	kPa
SAE 0x0C	Engine RPM	0	RPM
SAE 0x0D	Vehicle speed	0	km/h
SAE 0x0E	Ignition timing advance for #1 cylinder	5	deg
SAE 0x0F	Intake air temperature	29	°C
SAE 0x10	Mass air flow rate	0,18	g/s
SAE 0x11	Absolute throttle position	15,69	%
SAE 0x13	Location of oxygen sensors	3	
SAE 0x15	O2 voltage (Bank 1, Sensor 2)	0,545	V
SAE 0x15	Short term fuel trim (Bank 1, Sensor 2)	99,219	%
SAE 0x1C	OBID requirements to which vehicle or engine is certified	6	
SAE 0x1F	Time since engine start	1490	sec
SAE 0x21	Distance traveled while MIL is activated	0	km

SAE 0x24	O2 sensor lambda (Bank 1, Sensor 1)	1,06	
SAE 0x24	O2 sensor voltage wide range (Bank 1, Sensor 1)	3,581	V
SAE 0x2C	Commanded EGR	0	%
SAE 0x2E	Commanded evaporative purge	0	%
SAE 0x30	Number of warm-ups since DTCs cleared	244	
SAE 0x31	Distance traveled since DTCs cleared	4065	km
SAE 0x33	Barometric pressure	93	kPa
SAE 0x34	O2 sensor lambda wide range (current probe) (Bank 1, Sensor 1)	1,062	
SAE 0x34	O2 sensor current wide range (Bank 1, Sensor 1)	0,176	mA
SAE 0x3C	Catalyst temperature (Bank 1 Sensor 1)	563,7	°C
SAE 0x3E	Catalyst temperature (Bank 1 Sensor 2)	497,7	°C
SAE 0x42	Control module voltage	14,59	V
SAE 0x43	Absolute load value	0	%
SAE 0x44	Fuel/Air commanded equivalence ratio	1	
SAE 0x45	Relative throttle position	0	%
SAE 0x47	Absolute throttle position B	47,45	%
SAE 0x4C	Commanded throttle actuator control	15,69	%
SAE 0x4D	Engine run time run while MIL is activated	0	min
SAE 0x4E	Engine run time since DTCs cleared	6792	min
Aux 0x00	Input voltage read by the scan tool	14,7	V
SAE 0x46	Ambient air temperature	15	°C
SAE 0x49	Accelerator pedal position D	16,08	%
SAE 0x4A	Accelerator pedal position E	32,16	%
SAE 0x5B	Hybrid battery pack remaining life	44,31	%

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## Mode \$02 - Freeze Frame

Freeze Frame data is not available.

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## Mode \$05 - Oxygen Sensors

Sensor	Available
Bank 1 - Sensor 1	Yes
Bank 1 - Sensor 2	Yes
Bank 1 - Sensor 3	No
Bank 1 - Sensor 4	No
Bank 2 - Sensor 1	No

Bank 2 - Sensor 2	No
Bank 2 - Sensor 3	No
Bank 2 - Sensor 4	No

## Mode \$06 - On-Board Monitoring

Component	Description	Value	Minimum	Maximum	Units	Result
\$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1	TID \$8E - Manufacturer Defined	0,642	0,169	19,898	V	Pass
\$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1	TID \$91 - Manufacturer Defined	2,4297	1,5625	3,5898	mA	Pass
\$02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2	TID \$07 - Minimum sensor voltage for test cycle (calculated)	0,136	0	0,214	V	Pass
\$02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2	TID \$08 - Maximum sensor voltage for test cycle (calculated)	0,683	0,585	0,995	V	Pass
\$02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2	TID \$8F - Manufacturer Defined	0,1113	0	2,0984		Pass
\$21 - Catalyst Monitor Bank 1	TID \$A9 - Manufacturer Defined	0,2257	0,2196	9,9939		Pass
\$31 - EGR Monitor Bank 1	TID \$BD - Manufacturer Defined	20,35	0,95	655,35	kPa	Pass
\$A1 - Misfire Monitor General Data	TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles	8	0	65535	counts	Pass
\$A1 - Misfire Monitor General Data	TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value)	0	0	65535	counts	Pass
\$A2 - Misfire Cylinder 1 Data	TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles	8	0	65535	counts	Pass
\$A2 - Misfire	TID \$0C - Misfire counts for last/current driving	0	0	65535	counts	Pass

Cylinder 1 Data	cycles (calculated, rounded to an integer value)					
\$A3 - Misfire Cylinder 2 Data	TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles	0	0	65535	counts	Pass
\$A3 - Misfire Cylinder 2 Data	TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value)	0	0	65535	counts	Pass
\$A4 - Misfire Cylinder 3 Data	TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles	0	0	65535	counts	Pass
\$A4 - Misfire Cylinder 3 Data	TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value)	0	0	65535	counts	Pass
\$A5 - Misfire Cylinder 4 Data	TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles	0	0	65535	counts	Pass
\$A5 - Misfire Cylinder 4 Data	TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value)	0	0	65535	counts	Pass

## Mode \$09 - Vehicle Information

### General Information

Description	Value
Vehicle Identification Number	JTDKN36U5010XXXXX
Calibration ID - ECM-EngineControl	34717200
Calibration ID - ECM-EngineControl	A4701000
Calibration ID - HPCM-HybridPtCtrl	896B34750000
Calibration ID - HPCM-HybridPtCtrl	896B54701100
Calibration ID - HPCM-HybridPtCtrl	898844701400
Calibration ID - HPCM-HybridPtCtrl	898844702300
Calibration Verification Number - ECM-EngineControl	FOA7763F
Calibration Verification Number - ECM-EngineControl	611F6EF2
Calibration Verification Number - HPCM-HybridPtCtrl	9C7DCB91

Calibration Verification Number - HPCM-HybridPtCtrl	B5A5D17C
Calibration Verification Number - HPCM-HybridPtCtrl	6D4B0BC4
Calibration Verification Number - HPCM-HybridPtCtrl	2E227B50