

## Unknown

JTDMN36U701156777

Last Entered Odometer: 358 km

| PID | Description   | Value  |
|-----|---|--|
| 02  | DTC that caused freeze frame data                     | Trouble Code P3190 triggered Freeze Frame. Code Def - Poor Engine Power  |
| 03  | Fuel System Status                                    | Open loop due to driving conditions (Bank 1 or both) (e.g. power enrichment, deceleration enrichment, cylinder deactivation) |
| 04  | Calculated Engine Load Value                          | 94,9 %   |
| 05  | Engine Coolant Temperature                            | 6 °C, 43 °F  |
| 06  | Short Term Fuel Trim Bank 1                           | 0,0 %  |
| 07  | Long Term Fuel Trim Bank 1                            | 0,0 %  |
| 0B  | Intake Manifold Absolute Pressure                     | 87,0 kPa, 25,7 inHg  |
| 0C  | Engine RPM  | 1232 rpm   |
| 0D  | Vehicle Speed   | 0 km/h, 0 MPH  |
| 0E  | Timing Advance for #1 cylinder                        | 10,5 °   |
| 0F  | Intake Air Temperature                                | 10 °C, 50 °F   |
| 10  | Mass Air Flow Rate                                    | 10,79 g/s, 1,43 lb/min   |
| 11  | Absolute Throttle Position                            | 23,5 %   |
| 15  | O2 Bank 1 - Sensor 2 - Short Term Fuel Trim           | 99,2 %   |
| 15  | O2 Bank 1 - Sensor 2 - Oxygen Sensor Voltage          | 0,195 V  |
| 1F  | Run Time Since Engine Start                           | 18 seconds   |
| 24  | Wide Range O2S: Bank 1 - Sensor 1 - Equivalence Ratio | 1,232 λ  |
| 24  | Wide Range O2S: Bank 1 - Sensor 1 - Voltage           | 5,000 V  |
| 2C  | Commanded EGR   | 0,0 %  |

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|    |   |                   |
|----|---|-------------------|
| 2E | Commanded Evaporative Purge                           | 0,0 %             |
| 30 | # of Warm-ups Since Codes Cleared                     | 0 #               |
| 31 | Distance Traveled Since Codes Cleared                 | 0 km, 0 mile      |
| 33 | Barometric Pressure                                   | 101 kPa, 30 inHg  |
| 34 | Wide Range O2S: Bank 1 - Sensor 1 - Current           | 1,609 mA          |
| 34 | Wide Range O2S: Bank 1 - Sensor 1 - Equivalence Ratio | 1,232 λ           |
| 3C | Catalyst Temperature Bank 1 - Sensor 1                | 91,9 °C, 197,4 °F |
| 3E | Catalyst Temperature Bank 1 - Sensor 2                | 14,9 °C, 58,8 °F  |
| 42 | Control Module Voltage                                | 14,687 V          |
| 43 | Absolute Load Value                                   | 49,0 %            |
| 44 | Commanded Equivalence Ratio                           | 0,817 λ           |
| 45 | Relative Throttle Position                            | 5,1 %             |
| 46 | Ambient Air Temperature                               | 0 °C, 32 °F       |
| 47 | Absolute Throttle Position B                          | 56,9 %            |
| 49 | Accelerator Pedal Position D                          | 0,0 %             |
| 4A | Accelerator Pedal Position E                          | 0,0 %             |
| 4C | Commanded Throttle Actuator                           | 23,5 %            |
| 4E | Time since Trouble Codes Cleared                      | 6 minutes         |
| 5B | Hybrid Battery Pack Remaining Life                    | 0,0 %             |

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