Vehicle information

2015/Toyota/Prius
VIN: JTDKN3DU0F[redacted]
Diagnostics time: 2026/01/25 15:22
Path: Automatic selection > USA > Prius > 2015 > Others >
Diagnosis > Control unit > Hybrid control > Trouble codes >

Freeze frame data

Calculate load	0.0	%
MAP	102	Kpa
Intake air temperature	45	°C
Ambient temperature	21	°C
Atmosphere pressure	101	Kpa
Engine coolant temp	83	°C
Engine revolution	0	rpm
Vehicle spd	61	Km/h
Engine run time	1563	S
Throttle position	16.4	%
Accel pedal pos #1	26.2	%
Accel pedal pos #2	41.9	%
Dtc clear warm up	8	
Dtc clear run distance	97	Km
Dtc clear min	226	Min
+B	13.37	V
State of charge (all bat)	24.7	%
Starter switch	OFF	
Stop light switch	OFF	
Tc terminal	OFF	
Inter lock switch	OFF	
Ev switch	OFF	
Detail code 1	123	
Detail code 2	0	
Detail code 3	0	
Detail code 4	0	
Detail code 5	0	
Shift sensor main	2.38	V
Shift sensor sub	2.38	V
Shift sensor select main	1.44	V

Shift sensor select sub	1.48	V
Auxiliary batt temperature	24	°C
Engine rev (sensor)	0	rpm
P pos sw terminal vol	2.44	V
Power supply sensor voltage	5.00	V
Smrp status	OFF	
Smrb status	On	
Smrg status	On	
Back up lamp relay	OFF	
Emergency shutdown	OFF	
Smrp control status	OFF	
Smrb control status	On	
Smrg control status	On	
Pattern switch (pwr/m)	OFF	
Eco mode	OFF	
Accelerator degree	20.5	%
Target engine rev	0	rpm
Request power	0	W
Engine stop request	No	
Engine idling request	Request	
Engine warming up rqst	No	
Main batt charging rqst	No	
Aircon request	No	
Primary df rqst on ccs	Pedal	
Crank position	18	Deg(ca)
Generate torque	-29.4	Nm
Operator override	Notctrl	
Trc off switch	OFF	
Rqst regen brake torq	0.0	Nm
Regenerative brake torq	0.0	Nm
Master cylinder ctrl trq	0.0	Nm
Gradient of road surface	0.1	M/s2
Immobiliser communication	On	
Ev request	OFF	
Prohibit charge for p pos	OFF	
Ipa control signal	OFF	
Accelerator info for dss	On	
Vehicle parking (t/m ctrl)	OFF	

P rq malfunction (t/m ctrl)	Norml	
P request (t/m ctrl)	OFF	
Shift pos status (t/m ctrl)	Not p	
T/m control ecu state	Norml	
T/m ecu pulse consec err	Norml	
T/m ecu pulse single err	Norml	
Shift p permission signal	On	
Collision signal (airbag)	OFF	
Safing signal (airbag)	OFF	
Normal signal for a/b ecu	On	
Drive condition id	2	
Permit start by immobiliser	Norml	
Ipa creep up rate	1.0	
Hv start condition	Norml	
Ready signal	On	
Internal shift position	D	
Shift sensor shift pos	D	
Motor temp no2	57	°C
Mtr-t (mg1) aftr ig-on	37	°C
Mtr-temp (mg1) max	57	°C
Generator(mg1) rev	-4582	rpm
Motor temp no1	58	°C
Mtr-t (mg2) aftr ig-on	37	°C
Mtr-temp (mg2) max	60	°C
Motor(mg2) revolution	4664	rpm
Generator(mg1) torq	4.00	Nm
G(mg1) trq exec val	0.00	Nm
Mg1 control mode	0	
Motor(mg2) torq	12.00	Nm
M(mg2) trq exec val	8.75	Nm
Mg2 control mode	0	
Inverter temp-(mg1)	41	°C
Inv-t (mg1) aftr ig-on	36	°C
Inv-temp (mg1) max	59	°C
Mg1 gate status	OFF	
Inverter temp-(mg2)	43	°C
Inv-t (mg2) aftr ig-on	34	°C
Inv-temp (mg2) max	53	°C

Mg2 gate status	OFF	
Dc/dc cnv temp (upper)	40	°C
Dc/dc cnv temp (lower)	57	°C
Conv-tmp after ig-on	37	°C
Converter temp max	72	°C
Converter gate status	OFF	
Overvoltage input to conv	OFF	
Overvoltage input to inv	OFF	
Vl-voltage before boosting	191	V
Vh-voltage after boosting	626	V
Prohibit dc/dc conv sig	OFF	
Aircon gate status	OFF	
Inverter w/p revolution	3250	rpm
Inverter coolant water temperature	38	°C
Dc/dc converter status voltage	3.80	V
Mg1 inverter shutdown	OFF	
Mg1 inverter fail	OFF	
Mg2 inverter shutdown	OFF	
Mg2 inverter fail	OFF	
Dcdc cnv tar pulse duty	42.6	%
(Inverter) w/p run control duty	62.50	%
Conv shutdown	OFF	
Converter fail	OFF	
Mg1 carrier frequency	3.75	Khz
Mg2 carrier frequency	2.50	Khz
Boost ratio	76.0	%
Converter carrier freq	8.71	Khz
A/c consumption pwr	0	W
Battery block vol -v01	14.33	V
Battery block vol -v02	14.16	V
Battery block vol -v03	14.13	V
Battery block vol -v04	14.03	V
Battery block vol -v05	13.23	V
Battery block vol -v06	13.77	V
Battery block vol -v07	14.47	V
Battery block vol -v08	12.71	V
Battery block vol -v09	13.91	V
Battery block vol -v10	13.81	V

Battery block vol -v11	14.08	V
Battery block vol -v12	14.21	V
Battery block vol -v13	14.21	V
Battery block vol -v14	14.30	V
Auxiliary battery vol	13.34	V
Power resource vb	191.0	V
Vmf fan motor voltage1	0.0	V
Inhaling air temp	27.7	°C
Temp of batt tb1	30.4	°C
Temp of batt tb2	33.2	°C
Temp of batt tb3	30.3	°C
Power resource ib	49.16	A
Cooling fan 0	27.0	%
Cooling fan relay	On	
Batt pack current val	29.10	A
Charge control value	-25.0	KW
Discharge control value	10.5	KW
Delta soc	6.0	%
Soc after ig-on	55.0	%
Status of charge max	71.0	%
Status of charge min	24.5	%
Ecu control mode	0	
Cooling fan mode1	1	Mode
Standby blower request	OFF	
Short wave highest val	4.98	V
Num of current code	0	pcs
Num of history code	0	