

## Vehicle information

Eobd ISO 15765-4(CAN)

VIN: 3GCUKTEC6FG155608

Mileage:

Diagnostics time: 2019/12/06 14:03

Path: AutoScan Enhance &gt; Live Data &gt;

## Live data

NO.	Name	Value	MIN	MAX	Unit
1	\$7E8 Numbers of DTCs	2	0	127	
2	\$7EA Numbers of DTCs	0	0	127	
3	\$7E8 Fuel system A status	--			
4	\$7E8 Fuel system B status	--			
5	\$7E8 Calculated load value	0.0	0	100	%
6	\$7E8 Engine coolant temperature	13	0	130	°C
7	\$7E8 Short term fuel trim -bank 1	0.0	-100	99.22	%
8	\$7E8 Long term fuel trim - bank 1	0.0	-100	99.22	%
9	\$7E8 Short term fuel trim -bank 2	0.0	-100	99.22	%
10	\$7E8 Long term fuel trim - bank 2	0.0	-100	99.22	%
11	\$7E8 Fuel rail pressure(gauge)	558	0	765	kPa
12	\$7E8 Intake manifold absolute pressure	102.0	0	255	kPa
13	\$7E8 Engine RPM	0	0	16383.75	rpm
14	\$7E8 Vehicle speed sensor	0	0	255	km/h
15	\$7E8 Ignition timing advance for #1 cylinder	9.5	-64	63.5	°
16	\$7E8 Intake air temperature	32	-40	215	°C
17	\$7E8 Air flow rate from mass air flow sensor	0.00	0	655.35	g/s
18	\$7E8 Absolute throttle position	32.2	0	100	%
19	\$7E8 Location of oxygen sensors	B1S12-- B2S12--			
20	\$7E8 Oxygen sensor output voltage bank 1-sensor 1	1.275	0	1.27	V
21	\$7E8 Short term fuel trim bank 1-sensor 1	0.0	-100	99.22	%
22	\$7E8 Oxygen sensor output voltage bank 1-sensor 2	1.275	0	1.27	V
23	\$7E8 Short term fuel trim bank 1-sensor 2	99.2	-100	99.22	%
24	\$7E8 Oxygen sensor output voltage bank 2-sensor 1	1.275	0	1.27	V
25	\$7E8 Short term fuel trim bank 2-sensor 1	0.0	-100	99.22	%
26	\$7E8 Oxygen sensor output voltage bank 2-sensor 2	1.275	0	1.27	V
27	\$7E8 Short term fuel trim bank 2-sensor 2	99.2	-100	99.22	%

28	\$7E8 OBD requirements to which vehicle is designed	JOB D&O BDII			
29	\$7E8 Time since engine start	0	0	65535	sec
30	\$7E8 Distance travelled while MIL is activated	0	0	65535	km
31	\$7E8 Fuel rail pressure	840	0	655350	kPa
32	\$7E8 Commanded evaporative purge	0.0	0	100	%
33	\$7E8 Fuel level input	16.9	0	100	%
34	\$7E8 Number of warm-ups since diagnostic trouble codes cleared	0	0	255	
35	\$7E8 Distance traveled since DTCs cleared				km
36	\$7E8 EVAP system vapor pressure	5.00	-8192	8191	Pa
37	\$7E8 Barometric pressure	101	0	255	kPa
38	\$7E8 Catalyst temperature bank 1,sensor 1	32.0	-40	6513.5	°C
39	\$7E8 Catalyst temperature bank 2,sensor 1	32.0	-40	6513.5	°C
40	\$7EA Control module voltage	12.222	0	65.53	V
41	\$7E8 Control module voltage				V
42	\$7E8 Absolute load value	0.0	0	25700	%
43	\$7E8 Fuel/Air Commanded Equivalence Ratio	0.270	0	2	
44	\$7E8 Relative throttle position	22.0	0	100	%
45	\$7E8 Ambient air temperature	20	-40	215	°C
46	\$7E8 Absolute throttle position B	32.2	0	100	%
47	\$7E8 Accelerator pedal position D	18.8	0	100	%
48	\$7E8 Accelerator pedal position E	9.4	0	100	%
49	\$7E8 Commanded throttle actuator control	21.2	0	100	%
50	\$7E8 Type of fuel currently being utilized by the vehicle	--			
51	\$7E8 Intake air temperature bank 1,sensor 1	32	-40	215	°C
52	\$7E8 Intake air temperature bank 1,sensor 2	0	-40	215	°C
53	\$7E8 Commanded fuel rail pressure A	14000	0	655350	kPa
54	\$7E8 Fuel rail pressure A	810	0	655350	kPa
55	\$7E8 Fuel rail pressure B	480	0	655350	kPa