Vehicle Diagnostic Report

2010 RX450h 2GR-FXE

home

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Freeze Frame Data Report

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Parameter						Unit
	-3	-2	-1	0	1	
Vehicle Speed	65	65	65	65	65	km/h
Engine Speed	1225	1227	1199	1135	1185	rpm
Calculate Load	93,3	93,3	92,9	92,5	92,5	%
Vehicle Load	49,0	48,6	45,4	43,1	41,9	%
MAF	20,87	20,65	18,89	17,00	17,26	gm/sec
Atmosphere Pressure	95	95	95	95	95	kPa(abs)
MAP	93	92	91	91	91	kPa
Coolant Temp	83	83	83	83	83	C
Intake Air	10	9	9	9	9	C
Engine Run Time	1896	1896	1897	1897	1897	s
Initial Engine Coolant Temp	27,5	27,5	27,5	27,5	27,5	C
Initial Intake Air Temp	18,7	18,7	18,7	18,7	18,7	C
Battery Voltage	14,199	14,199	14,199	14,199	14,199	V
Throttle Sensor Volt %	25,4	25,4	24,3	23,5	23,9	%
Throttl Sensor #2 Volt %	59,6	59,2	58,0	57,2	57,2	%
Throttle Sensor Position	9,0	9,0	7,8	7,0	7,4	%
Throttle Motor DUTY	25,4	25,4	23,9	23,5	23,9	%
Injector (Port)	5718	5678	5726	4973	5258	us
Injection Volum (Cylinder1)	0,320	0,320	0,313	0,313	0,313	ml
Fuel Pump Speed Control	ON	ON	ON	ON	ON	
Fuel Pump/Speed Status	ON	ON	ON	ON	ON	
EVAP (Purge) VSV	87,8	100,0	96,0	93,3	100,0	%
Evap Purge Flow	1,0	1,4	1,6	2,2	2,2	%
Purge Density Learn Value	0,585	0,585	0,585	0,585	0,585	
EVAP Purge VSV	ON	ON	ON	ON	ON	
Purge Cut VSV Duty	84,8	100,0	93,3	90,2	100,0	%
Target Air-Fuel Ratio	1,033	1,033	1,033	0,965	0,992	
AF Lambda B1S1	0,994	1,034	1,050	1,029	1,050	
AF Lambda B2S1	0,998	1,005	0,982	0,949	0,948	
AFS Voltage B1S1	3,219	3,395	3,449	3,380	3,371	V
AFS Voltage B2S1	3,244	3,263	3,210	3,005	3,000	V
AFS Current B1S1	-0,03	0,04	0,08	0,05	0,03	mA
AFS Current B2S1	-0,02	-0,03	-0,07	-0,18	-0,19	mA
A/F Heater Duty #1	40,6	44,5	45,3	45,3	45,3	%
A/F Heater Duty #2	42,9	45,3	43,7	45,3	45,3	%
O2S B1S2	0,465	0,800	0,370	0,055	0,000	V
O2S B2S2	0,155	0,155	0,155	0,155	0,155	V
O2 Heater B1S2	Active	Active	Active	Active	Active	
O2 Heater B2S2	Active	Active	Not Act	Active	Not Act	
O2 Heater Curr Val B1S2	0,922	0,922	0,922	0,917	0,922	A
O2 Heater Curr Val B2S2	1,010	1,010	1,010	1,005	1,005	A
Short FT #1	-2,344	-3,907	-2,344	3,906	2,343	%
Long FT #1	1,562	1,562	1,562	0,781	0,781	%
Total FT #1	-0,008	-0,008	-0,008	-0,008	-0,008	
Short FT #2	0,781	2,343	3,125	3,906	3,125	%
Long FT #2	-3,125	-3,125	-3,125	-3,907	-3,125	%
Total FT #2	-0,051	-0,051	-0,051	-0,051	-0,051	
Fuel System Status #1	CL	CL	CL	CL	CL	
Fuel System Status #2	CL	CL	CL	CL	CL	
IGN Advance	28,0	28,0	28,0	30,0	29,5	deg
Knock Feedback Value	-3,0	-3,0	-3,0	-3,0	-3,0	deg (CA)
Knock Correct Learn Value	24,1	24,1	24,1	24,1	24,1	deg (CA)
Target EGR Position	35,2	35,2	34,5	28,6	29,8	%
EGR Step Position	38	38	37	31	32	step
VVT Control Status #1	ON	ON	ON	ON	ON	
VVT Control Status #2	ON	ON	ON	ON	ON	

Freeze Frame Data Report
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Parameter						Unit
	-3	-2	-1	0	1	
Catalyst Temp B1S1	604,7	605,8	605,8	605,8	605,7	C
Catalyst Temp B2S1	604,7	605,8	605,8	605,8	605,7	C
Catalyst Temp B1S2	468,4	468,9	468,9	468,9	468,9	C
Catalyst Temp B2S2	468,4	468,9	468,9	468,9	468,9	C
Closed Throttle Position SW	OFF	OFF	OFF	OFF	OFF	
Fuel Cut Condition	OFF	OFF	OFF	OFF	OFF	
TC Terminal	OFF	OFF	OFF	OFF	OFF	
Time after DTC Cleared	6188	6188	6188	6188	6188	min
Distance from DTC Cleared	2739	2739	2739	2739	2739	km
Warmup Cycle Cleared DTC	120	120	120	120	120	
Dist Batt Cable Disconnect	2739	2739	2739	2739	2739	km
IG OFF Elapsed Time	120	120	120	120	120	min
TC and TE1	OFF	OFF	OFF	OFF	OFF	
Ignition Trig. Count	0	0	0	0	0	
Cylinder #1 Misfire Count	0	0	0	0	0	
Cylinder #2 Misfire Count	0	0	0	0	0	
Cylinder #3 Misfire Count	0	0	0	0	0	
Cylinder #4 Misfire Count	0	0	0	0	0	
Cylinder #5 Misfire Count	0	0	0	0	0	
Cylinder #6 Misfire Count	0	0	0	0	0	
All Cylinders Misfire Count	0	0	0	0	0	
Misfire RPM	0	0	0	0	0	rpm
Misfire Load	0,00	0,00	0,00	0,00	0,00	g/rev
Misfire Margin	88,00	87,00	87,00	87,00	87,00	%
Electric Fan Motor	OFF	OFF	OFF	OFF	OFF	
Idle Fuel Cut	OFF	OFF	OFF	OFF	OFF	
FC TAU	OFF	OFF	OFF	OFF	OFF	
Communication with HV	Comm	Comm	Comm	Comm	Comm	
Communication with Brake	Comm	Comm	Comm	Comm	Comm	
Comm with Air Conditioner	Comm	Comm	Comm	Comm	Comm	
Requested Engine Torque	21,25	21,25	17,25	17,50	18,00	kW
HV Target Engine Speed	1175	1175	1150	1150	1150	rpm
Actual Engine Torque	177	178	186	154	146	Nm
Engine Run Time	255	255	255	255	255	s
Request Engine Run Time	8,0	8,0	8,0	8,0	8,0	s
Judge Time Engine Ignition	2,9	2,9	2,9	2,9	2,9	s
Judge Time Engine Output	0,0	0,0	0,0	0,0	0,0	s
Fuel Level	Not Emp	Not Emp	Not Emp	Not Emp	Not Emp	
ISC Learning	Compl	Compl	Compl	Compl	Compl	
F/C for Engine Stop Req	OFF	OFF	OFF	OFF	OFF	
Engine Independent	Not Opr	Not Opr	Not Opr	Not Opr	Not Opr	
Racing Operation	Not Opr	Not Opr	Not Opr	Not Opr	Not Opr	
Request Warm-up	Not Req	Not Req	Not Req	Not Req	Not Req	
Engine Independent Control	Not Opr	Not Opr	Not Opr	Not Opr	Not Opr	
ISC Learning Value	5,267	5,267	5,267	5,267	5,267	L/s
Engine Speed	1225	1227	1199	1135	1185	rpm
AFS Voltage B1S1	3,219	3,395	3,449	3,380	3,371	V
AFS Voltage B2S1	3,244	3,263	3,210	3,005	3,000	V
O2S B1S2	0,465	0,800	0,370	0,055	0,000	V
O2S B2S2	0,155	0,155	0,155	0,155	0,155	V
AF Lambda B1S1	0,994	1,034	1,050	1,029	1,050	
AF Lambda B2S1	0,998	1,005	0,982	0,949	0,948	
Short FT #1	-2,344	-3,907	-2,344	3,906	2,343	%
Short FT #2	0,781	2,343	3,125	3,906	3,125	%
Long FT #1	1,562	1,562	1,562	0,781	0,781	%
Long FT #2	-3,125	-3,125	-3,125	-3,907	-3,125	%
Total FT #1	-0,008	-0,008	-0,008	-0,008	-0,008	
Total FT #2	-0,051	-0,051	-0,051	-0,051	-0,051	
Fuel System Status #1	CL	CL	CL	CL	CL	
Fuel System Status #2	CL	CL	CL	CL	CL	