

HD OBD Vehicle Diagnostic Report

Vehicle Information

HD OBD/SAE J1939,ISO 15765-4(CAN)
 VIN: 4V4NC9EH9FN182135
 Path: HD OBD>ISO 15765-4 (CAN)>Live data

Odometer Reading: 0000 miles
 License Plate: 15VV114
 Sub Model: --

Customer Information

Name: --

Tel: --

Device information

Scanner: MaxiSys MS909CV
 Version: V1.30

Serial Number: V19GM4V01376

Live data

NO.	Name	Value	MIN	MAX	Unit
1	Numbers of DTCs	5	0	127	
2	Calculated load value	0.0	0	100	%
3	Fuel pressure (gauge)	1.31	0	110.95	psi
4	Engine rpm	0	0	8000	rpm
5	Vehicle speed sensor	158.45	0	158.45	mph
6	OBD requirements to which vehicle is designed	HD OBD			
7	Time since engine start	0	0	65535	sec
8	Distance travelled while MIL is activated	0.00	0	40721.56	miles
9	Fuel level input	100.0	0	100	%
10	Number of warm-ups since diagnostic trouble codes cleared	2	0	255	
11	Distance traveled since DTCs cleared	0.00	0	40721.56	miles
12	Barometric pressure	14.21	10.3	15.95	psi
13	Control module voltage	12.183	0	65.53	V

14	Ambient air temperature	419.00	-4	185	°F
15	Accelerator pedal position D	0.0	0	40	%
16	Time run by the engine while MIL activated	2 hrs 36 min			
17	Engine run time since diagnostic trouble codes cleared	2 hrs 54 min			
18	Type of fuel currently being utilized by the vehicle	DSL			
19	Engine oil temperature	201.20	-4	302	°F
20	Fuel injection timing	0.00	-210	301.99	°
21	Engine fuel rate	0.000	0	865.63	gal/h(U-S)
22	Driver's demand engine-percent torque	0	-125	125	%
23	Actual engine-percent torque	0	-125	125	%
24	Engine reference torque	1894.060	0	48336.14	Lb-ft
25	Engine percent torque at idle point 1	58	-125	125	%
26	Engine percent torque at idle point 2	92	-125	125	%
27	Engine percent torque at idle point 3	74	-125	125	%
28	Engine percent torque at idle point 4	98	-125	125	%
29	Engine percent torque at idle point 5	98	-125	125	%
30	Power Take-Off (PTO) output status	OFF			
31	Engine coolant temperature 1	176.00	-4	248	°F
32	Intake air temperature (bank 1 sensor 1)	255.20	-4	248	°F
33	Intake air temperature (bank 1 sensor 2)	172.40	-4	248	°F
34	Commanded EGR A duty cycle/position	0.0	0	100	%
35	Exhaust gas recirculation temperature (bank 1 sensor 1)	118.40	-4	932	°F

36	Commanded boost pressure A	0.00	0	297.03	psi
37	Boost pressure sensor A	14.25	0	297.03	psi
38	Commanded boost pressure B	0.00	0	297.03	psi
39	Commanded variable geometry turbo A position	74.9	0	100	%
40	Variable geometry turbo A position	74.5	0	100	%
41	Commanded variable geometry turbo B position	0.0	0	100	%
42	Turbocharger A rpm	0	0	655350	/min
43	NOx NTE control area status	Out			
44	PM NTE control area status	Out			
45	Total engine run time	6220 hrs 44 min 1 sec			
46	Total idle run time	1237 hrs 41 min 40 sec			
47	Total run time with PTO active	0 hrs 0 min 0 sec			
48	Total run time with EI-AECD #1 Timer 1 active	0 hrs 0 min 0 sec			
49	Total run time with EI-AECD #1 Timer 2 active	0 hrs 0 min 0 sec			
50	Total run time with EI-AECD #2 Timer 1 active	277 hrs 27 min 11 sec			
51	Total run time with EI-AECD #2 Timer 2 active	0 hrs 0 min 0 sec			

52	Total run time with EI-AECD #3 Timer 1 active	0 hrs 0 min 0 sec
53	Total run time with EI-AECD #3 Timer 2 active	0 hrs 0 min 0 sec
54	Total run time with EI-AECD #4 Timer 1 active	270 hrs 48 min 6 sec
55	Total run time with EI-AECD #4 Timer 2 active	0 hrs 0 min 0 sec
56	Total run time with EI-AECD #5 Timer 1 active	0 hrs 0 min 0 sec
57	Total run time with EI-AECD #5 Timer 2 active	0 hrs 0 min 0 sec
58	Total run time with EI-AECD #6 Timer 1 active	0 hrs 0 min 0 sec
59	Total run time with EI-AECD #6 Timer 2 active	0 hrs 0 min 0 sec
60	Total run time with EI-AECD #7 Timer 1 active	0 hrs 0 min 0 sec
61	Total run time with EI-AECD #7 Timer 2 active	0 hrs 0 min 0 sec
62	Total run time with EI-AECD #8 Timer 1 active	0 hrs 0 min 0 sec
63	Total run time with EI-AECD #8 Timer 2 active	0 hrs 0 min 0 sec
64	Total run time with EI-AECD #9 Timer 1 active	0 hrs 0 min 0 sec

65	Total run time with EI-AECD #9 Timer 2 active	0 hrs 0 min 0 sec			
66	NOx sensor concentration bank 1 sensor 1	0	0	65535	ppm
67	NOx sensor concentration (bank 1 sensor 2)	0	0	65535	ppm
68	Intake manifold absolute pressure A	14.25	0	297.03	psi
69	SCR inducement system actual state - reagent level too low	No			
70	SCR inducement system actual state - incorrect reagent	No			
71	SCR inducement system actual state - deviation of reagent consumption	No			
72	SCR inducement system actual state - NOx emissions too high	No			
73	SCR inducement system actual state - inducement system active	No			
74	SCR inducement system state 10K history (0 - 10,000 km) - reagent level too low	No			
75	SCR inducement system state 10K history (0 - 10,000 km) - incorrect reagent	No			
76	SCR inducement system state 10K history (0 - 10,000 km) - deviation of reagent consumption	No			
77	SCR inducement system state 10K history (0 - 10,000 km) - NOx emissions too high	No			
78	SCR inducement system state 20K history (10,000 - 20,000 km) - reagent level too low	No			
79	SCR inducement system state 20K history (10,000 - 20,000 km) - incorrect reagent	No			
80	SCR inducement system state 20K history (10,000 - 20,000 km) - deviation of reagent consumption	No			
81	SCR inducement system state 20K history (10,000 - 20,000 km) - NOx emissions too high	No			
82	SCR inducement system state 30K history (20,000 - 30,000 km) - reagent level too low	No			
83	SCR inducement system state 30K history (20,000 - 30,000 km) - incorrect reagent	No			

84	SCR inducement system state 30K history (20,000 - 30,000 km) - deviation of reagent consumption	No			
85	SCR inducement system state 30K history (20,000 - 30,000 km) - NOx emissions too high	No			
86	SCR inducement system state 40K history (30,000 - 40,000 km) - reagent level too low	No			
87	SCR inducement system state 40K history (30,000 - 40,000 km) - incorrect reagent	No			
88	SCR inducement system state 40K history (30,000 - 40,000 km) - deviation of reagent consumption	No			
89	SCR inducement system state 40K history (30,000 - 40,000 km) - NOx emissions too high	No			
90	Distance travelled while inducement system active in current 10K block (0 - 10,000 km)	0.00	0	40721.56	miles
91	Distance travelled in current 10 K block (0 - 10,000 km block)	5575.56	0	40721.56	miles
92	Distance travelled while inducement system active in 20K block (10 - 20,000 km)	0.00	0	40721.56	miles
93	Distance travelled while inducement system active in 30K block (20 - 30,000 km)	0.00	0	40721.56	miles
94	Distance travelled while inducement system active in 40K block (30 - 40,000 km)	0.00	0	40721.56	miles
95	Particulate Filter (PF) regeneration status	No			
96	Particulate Filter (PF) regeneration type	Passive			
97	Average time between particulate filter regeneration	65535	0	65535	min
98	Average distance between PF regeneration	40721.56	0	40721.56	miles
99	Engine friction - percent torque	4	-125	130	%
100	Fuel injection quantity control 1 status	Closed loop			
101	Idle fuel balance/contribution control 1 status	Open loop			