



Report Number : TOPDON1737596100

Date Created : 2025-01-22

Diagnostic Report

Plate Number:

Model:Town and Country

Distance Traveled:151332 miles

Sub Model:

Vehicle Software Version:V4.00

VIN:2C4RC1BG0FR521765

Customer:

Ticket No.:

Make:CHRYSLER

Year:2015

Engine:

Diagnostic Time:2025-01-22 20:35:00

Diagnostic Application Version:V5.20.100

Diagnostic Scan Path:CHRYSLER > Automatic > 2015 Touring > PCM(Powertrain Control Module) > Data stream

Phone Number of Customer:

Data Stream Report(257)

No system and trouble code data.

PCM(Powertrain Control Module)

Name	Value	Unit	Reference Value
1/1 O2 fuel feedback	Closed		
1/1 O2 goal (0-1)	0.68	V	0...0.996
1/1 O2 heater temp	1266.8	°F	-83.2...221 1.8
1/1 O2 sensor level	High		
1/1 O2 sensor volts	3.363	V	0...20.016



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1/1 O2 volts (0-1)	0.84	V	-2.51...2.49
1/1 long term ADAP	2.1	%	-32...32
1/1 pulse width O2 heater	32.422	%	0...99.609
1/1 short term ADAP	-2.5	%	-32...32
1/2 O2 heater temp	1266.8	°F	-83.2...2211.8
1/2 O2 sensor volts	3.27	V	0...20.016
1/2 O2 volts (0-1)	0.76	V	-2.51...2.49
1/2 pulse width O2 heater	25	%	0...99.609
2-4 clutch fill volume index	59		0...255
2-4 pressure switch	Open		
2/1 O2 fuel feedback	Closed		
2/1 O2 goal (0-1)	0.633	V	0...0.996
2/1 O2 heater temp	1266.8	°F	-83.2...2211.8
2/1 O2 sensor level	High		
2/1 O2 sensor volts	3.382	V	0...20.016
2/1 O2 volts (0-1)	0.84	V	-2.51...2.49
2/1 long term ADAP	-1.2	%	-32...32
2/1 pulse width O2 heater	39.844	%	0...99.609



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2/1 short term ADAP	-7.6	%	-32...32
2/2 O2 heater temp	1266.8	°F	-83.2...221 1.8
2/2 O2 sensor volts	3.353	V	0...20.016
2/2 O2 volts (0-1)	0.82	V	-2.51...2.4 9
2/2 pulse width O2 heater	32.422	%	0...99.609
24 clutch state	Not applied		
4 to 8 transition or torque reserve requested	False		
AC clutch RLY DES state	False		
AC hi-side pressure	48.73268	psi	0...517.784 72
AC hi-side voltage	0.63	V	0...5
AC request switch filtered switch state	Off		
AC select switch filtered switch state	Off		
APP 1 volts	0.787	V	0...20.016
APP 2 volts	0.391	V	0...20.016
ASD relay DES state	True		
ASD sense switch filtered switch state	On		
Active exhaust valve 1 actual position	0	%	0...50



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Active exhaust valve 1 current	0	A	0...0.03
Active exhaust valve 1 desired position	0	%	0...50
Active exhaust valve 1 initial position	Not-defined	%	0...50
Active exhaust valve 1 supply volts	0	V	0...3
Active exhaust valve 1 temp	32	°F	-40...338
Active exhaust valve 1 volts	0	V	0...3
Active exhaust valve 2 actual position	0	%	0...50
Active exhaust valve 2 current	0	A	0...0.03
Active exhaust valve 2 desired position	0	%	0...50
Active exhaust valve 2 initial position	Not-defined	%	0...50
Active exhaust valve 2 supply volts	0	V	0...3
Active exhaust valve 2 temp	32	°F	-40...338
Active exhaust valve 2 volts	0	V	0...3
Actual EGR position	0	in.	0...0.40269
Actual line pressure 1	61	psi	0...255
Actual purge current	0	mA	0...1999.919
Actual torque	47.26298	ft·lb	-966.7374...966.70789
Air charge temp - bank 1	-83.2	°F	-83.2...260.6



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Air charge temp - bank 2	-83.2	°F	-83.2...260.6
Air charge temp volts - bank 1	0	V	
Air charge temp volts - bank 2	0	V	
Ambient temp	51.8	°F	-83.2...375.8
Ambient temp voltage	3.31	V	0...5
Auto stick down shift	Open		
Auto stick up shift	Open		
Bank 1 PRatio	Not-defined	PRatio	
Bank 1 PRatio _1	Not-defined	PRatio	
Barometric pressure	101.8	in Hg	0...409.6
Base spark	36.5	Engine deg	-64...63.5
Brake booster pressure	9.86257	psi	-2.98053...17.36102
Brake switch 2 filtered switch state	Off		
Brake switch filtered switch state	Off		
Bypass valve position sensor 1 volts	0	V	
Bypass valve position sensor 2 volts	0	V	
CAT modeled temp	1225.4	°F	-83.2...300.2
CC clutch state	Not applied		



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Cam sync state	In sync		
Closed loop timer	0	S	0...163.2
Cooled EGR temp	-83.2	°F	-83.2...117 879.8
Cooled EGR volts	0	V	0...4.985
Crank signal missing	False		
Crank sync state	In sync		
Crank system fault and in limp-home mode.	False		
Cranking injector pulse width	9632	US	0...104856 0
Cruise lamp status	Off		
Current ADAP cell ID	4		0...25
DC pressure switch	Open		
DR clutch state	Not applied		
Desired EGR position	0	in.	0...0.40269
Desired line pressure	60	psi	0...255
Desired malfunction lamp	Off		
Desired purge current	49.827	mA	0...1999.91 9
Dual speed oil pump	On		
ESIM switch	Closed		
ETC directional duty cycle	-21.41	%	-100.008... 99.999



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ETC starter inhibit	129540.096	miles	0...536854.528
EVP activations	0	counts	0...65535
EVP cool down time	0	S	0...2621.4
Engine coolant temp	199.4	°F	-83.2...375.8
Engine coolant temp volt	0.86	V	0...20.016
Engine oil temperature	195.8	°F	-83.2...375.8
Engine runtime	655.35	S	0...655.35
Engine speed	1157	RPM	0...8160
Ethanol - 0% blend direction	No		
Ethanol - 85% blend direction	Yes		
Ethanol - open loop fueling	Yes		
Ethanol course update	Not complete		
Ethanol course update ready to learn	No		
Ethanol fine tune	Not complete		
Ethanol fuel volume changed	No		
Ethanol learn	Deactivated		
Ethanol low fuel	No		



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Ethanol mode	Inactive		
Ethanol percent	0	%	0...100
Ethanol trigger during learn	No		
Exhaust cam 1 / crank difference	-8.4	Engine deg	-360...359.9
Exhaust cam 1 actual position	109.5	Engine deg	-3276.8...3276.7
Exhaust cam 1 desired position	109.3	Engine deg	-3276.8...3276.7
Exhaust cam 1 duty cycle	0	%DC	0...99.999
Exhaust cam 2 / crank difference	-6.2	Engine deg	-360...359.9
Exhaust cam 2 actual position	110.9	Engine deg	-3276.8...3276.7
Exhaust cam 2 desired position	109.3	Engine deg	-3276.8...3276.7
Exhaust cam 2 duty cycle	0	%DC	0...99.999
FFV ethanol realm high cntr	0	counts	0...65535
FFV ethanol realm tot cntr	5	counts	0...65535
Front left wheel speed	0	MPH	0...636.27439
Front right wheel speed	0	MPH	0...636.27439
Fuel level percent	64	%	0...100
Fuel level sensor #1 volts	1.55	V	0...5



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Fuel pump RLY DES state	True		
Fuel tank pressure	-0.10196	psi	-4.7526...4 .75245
Fuel tank size	20	gal(UK)	0...8191.87 5
Fuel tank vapor volume	9.5	gal(UK)	0...8191.87 5
GPEC is in OK to run mode	True		
GPEC should shut off fuel	False		
Generator duty cycle	33.7	%DC	0...100
Hi spd fan des state	Off		
Ign off run start sw	On		
Ign start sw	Off		
Ignition off time	43	min	0...65535
Ignition run start switch	On		
Ignition start switch filtered switch state	Off		
Injector pulse width cylinder 1	1344	US	0...104856 0
Injector pulse width cylinder 2	1280	US	0...104856 0
Injector pulse width cylinder 3	1512	US	0...104856 0
Injector pulse width cylinder 4	1256	US	0...104856 0
Injector pulse width cylinder 5	1480	US	0...104856 0



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Injector pulse width cylinder 6	1400	US	0...1048560
Intake air charge temp	-83.2	°F	-83.2...260.6
Intake air charge temp volts	0	V	
Intake air temp	60.8	°F	-83.2...375.8
Intake air temp volt	3.964	V	0...20.016
Intake cam 1 / crank difference	-4.6	Engine deg	-360...359.9
Intake cam 1 actual position	129.8	Engine deg	-3276.8...3276.7
Intake cam 1 desired position	130	Engine deg	-3276.8...3276.7
Intake cam 1 duty cycle	54.048	%DC	0...99.999
Intake cam 2 / crank difference	0.4	Engine deg	-360...359.9
Intake cam 2 actual position	130.4	Engine deg	-3276.8...3276.7
Intake cam 2 desired position	130	Engine deg	-3276.8...3276.7
Intake cam 2 duty cycle	50.382	%DC	0...99.999
Intermediate manifold air temp	-83.2	°F	-83.2...260.6
Intermediate manifold air temp volts	0	V	
Knock sensor 1 volts	1.989	V	0...5



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Knock sensor 2 volts	0.73	V	0...5
LC clutch fill volume index	32		0...255
LC clutch state	Applied		
LC pressure switch	Closed		
LR clutch fill volume index	70		0...255
LR clutch state	Not applied		
LR pressure switch	Open		
Limp-In status	False		
Lo spd fan rly des state	Off		
Low temp radiator coolant temp	-83.2	°F	-83.2...260.6
Low temp radiator coolant temp volts	0	V	0...1.564
MAP vacuum	64	in Hg	-250...250
MDS enabling conditions have been met	False		
MDS has been activated	False		
MDS in V4 state	False		
MDS solenoid #1 (Cyl #1) status	Inactive		
MDS solenoid #2 (Cyl #4) status	Inactive		
MDS solenoid #3 (Cyl #6) status	Inactive		
MDS solenoid #4 (Cyl #7) status	Inactive		
MDS status	Inactive		
MDS transition status	False		



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Make-Up air (MUA) pressure	0	psi	-0.57982... 0.5798
Map volts	1.545	V	0...20.016
Mass air flow	0.01781	lb/s	0...3.612
Maximum boost PRatio	Not-define d	PRatio	
OD pressure swtich	Closed		
Oil pressure	31.32815	psi	0...147.938 49
Oil pressure sensor voltage	1.82	V	0...5
Oil pressure switch	True		
Output speed	730	RPM	0...65535
Overdrive clutch fill volume index	105		0...255
Overdrive clutch state	Applied		
PCM odometer	132775.93 6	miles	0...536854. 528
PRNDL code (RLE/TE)	Drive		
Park neutral switch filtered switch state	Off		
Present gear	4th gear		
Pressure switch error counter	0		0...255
Purge adaptive	0.092	Mult	-1...1
Purge air flow	0.00059	lb/s	0...0.14111
Purge duty cycle	0	%	0...99.999



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Purge mode	Off		
Purge vapor ratio	0.14	Mult	0...1
Rear left wheel speed	0	MPH	0...636.27439
Rear right wheel speed	0	MPH	0...636.27439
S/C denied status	Allowed		
S/C disenable reason	Remained enabled when disengaged		
S/C disengage reason	Disengaged due to disenable		
S/C set speed	0	mi./h	0...255
S/C switch state 1	Open (Switch notpressed)		
S/C switch state 2	Open (Switch notpressed)		
S/C switch voltage	4.55	V	0...5
S/C switch voltage 2	4.55	V	0...5
S/C working status	Off		
SKIM/VTA has completed	True		
SKIM/VTA invalid key received fault posted	False		



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SKIM/VTA making decision complete	True		
ST knock retard	0	deg.	0...63.5
Spark advance	37.5	Engine deg	-40...63.5
T1/C4 switch	Closed		
T3/C3 switch	Open		
T41/C1 switch	Open		
T42/C2 switch	Open		
TPS 1 minimum volts	0.501	V	0...4.996
TPS 1 volts	0.634	V	0...4.996
TPS 2 minimum volts	4.495	V	0...4.996
TPS 2 volts	4.358	V	0...4.996
Target charging voltage	14.328	V	0...15.764
Target gear	4th gear		
Target idle speed	995	RPM	0...8160
Throttle blade position	0	V	0...5
Throttle inlet pressure	Not-defined	psi	0...0.37166
Throttle outlet temp	-83.2	°F	-83.2...260.6
Throttle outlet temp volts	0	V	
Time from start run	1621.4	S	0...21474836.47
Time fuel system in run mode	1620.48	S	0...167769.6



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Torque converter slip	140	RPM	-32768...32767
Total reactions of engine oil aerations	65535	count	0...65535
Trans oil temperature	134.156	°F	-512...511.984
Trans temperature voltage	2	V	0...5
Transfer speed	1004	RPM	0...65535
Turbine speed	1003	RPM	0...65535
Underdrive clutch fill volume index	38		0...255
Underdrive clutch state	Applied		
VVT oil pressure	30.748	psi	0...147.93849
VVT oil temp	194	°F	-83.2...375.8
Vacuum pump	Off		
Vacuum pump off pressure	6.5267	psi	-2.90075...17.25949
Vacuum pump off time	0	S	0...2621.4
Vacuum pump on pressure	4.35113	psi	-2.90075...17.25949
Vacuum pump on time	0	S	0...2621.4
Vacuum pump total on time	0	S	0...85899345.88



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Valid key received by NGC/GPEC

True

Vehicle speed

18.5

mi./h

0...127.5

Voltage sense

14.498

V

0...15.764

Disclaimer

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