2013 Cadillac XTS V6, 3.6L; FFV; DOHC; VVT

2G61V5S3XD9161917

Last Entered Odometer: 47,325 miles

sensor(s) as feedback for fuel control	PID	Description	Value
sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control of System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control of System B: Closed loop - using all oxygen sensor(s) as feedback for fuel control of System B: Closed loop - using all oxygen sensor (s) as feedback for fuel control of System B: Closed loop - using all oxygen sensor (s) as feedback for fuel control of System B: Closed loop - using all oxygen sensor (s) as feedback for fuel control of System B: Closed loop - using all oxygen sensor (s) as feedback for fuel control of System Sy	02	DTC that caused freeze frame data	Frame. Code Def: Random/Multiple Cylinder
Engine Coolant Temperature 180 °F 06 Short Term Fuel Trim Bank 1 0.8 % 07 Long Term Fuel Trim Bank 1 0.0 % 08 Short Term Fuel Trim Bank 2 -10.9 % 09 Long Term Fuel Trim Bank 2 0.0 % 00 Kuel Pressure (Gauge) 53.5 PSI 0B Intake Manifold Absolute Pressure 10.0 inHg 0C Engine RPM 1976 rpm 0D Vehicle Speed 0 MPH 0E Timing Advance for #1 cylinder 42.5 ° 0F Intake Air Temperature 19 °F 10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	03	Fuel System Status	System B: Closed loop - using all oxygen
Short Term Fuel Trim Bank 1 Cong Term Fuel Trim Bank 1 Cong Term Fuel Trim Bank 2 Cong Term Fuel Trim Bank 1 Cong Term Fuel Trim Bank 2 C	04	Calculated Engine Load Value	22.7 %
07Long Term Fuel Trim Bank 10.0 %08Short Term Fuel Trim Bank 2-10.9 %09Long Term Fuel Trim Bank 20.0 %0AFuel Pressure (Gauge)53.5 PSI0BIntake Manifold Absolute Pressure10.0 inHg0CEngine RPM1976 rpm0DVehicle Speed0 MPH0ETiming Advance for #1 cylinder42.5 °0FIntake Air Temperature19 °F10Mass Air Flow Rate1.6 lb/min11Absolute Throttle Position26.7 %	05	Engine Coolant Temperature	180 °F
Short Term Fuel Trim Bank 2 -10.9 % O9 Long Term Fuel Trim Bank 2 0.0 % OA Fuel Pressure (Gauge) 53.5 PSI OB Intake Manifold Absolute Pressure 10.0 inHg OC Engine RPM 1976 rpm OD Vehicle Speed 0 MPH OE Timing Advance for #1 cylinder 42.5 ° OF Intake Air Temperature 19 °F 10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	06	Short Term Fuel Trim Bank 1	0.8 %
09Long Term Fuel Trim Bank 20.0 %0AFuel Pressure (Gauge)53.5 PSI0BIntake Manifold Absolute Pressure10.0 inHg0CEngine RPM1976 rpm0DVehicle Speed0 MPH0ETiming Advance for #1 cylinder42.5 °0FIntake Air Temperature19 °F10Mass Air Flow Rate1.6 lb/min11Absolute Throttle Position26.7 %	07	Long Term Fuel Trim Bank 1	0.0 %
OA Fuel Pressure (Gauge) 53.5 PSI OB Intake Manifold Absolute Pressure 10.0 inHg OC Engine RPM 1976 rpm OD Vehicle Speed 0 MPH OE Timing Advance for #1 cylinder 42.5 ° OF Intake Air Temperature 19 °F 10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	08	Short Term Fuel Trim Bank 2	-10.9 %
OB Intake Manifold Absolute Pressure 10.0 inHg OC Engine RPM 1976 rpm OD Vehicle Speed 0 MPH OE Timing Advance for #1 cylinder 42.5 ° OF Intake Air Temperature 19 °F 10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	09	Long Term Fuel Trim Bank 2	0.0 %
OC Engine RPM 1976 rpm OD Vehicle Speed 0 MPH OE Timing Advance for #1 cylinder 42.5 ° OF Intake Air Temperature 19 °F 10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	0A	Fuel Pressure (Gauge)	53.5 PSI
ODVehicle Speed0 MPH0ETiming Advance for #1 cylinder42.5 °0FIntake Air Temperature19 °F10Mass Air Flow Rate1.6 lb/min11Absolute Throttle Position26.7 %	0B	Intake Manifold Absolute Pressure	10.0 inHg
OE Timing Advance for #1 cylinder 42.5 ° OF Intake Air Temperature 19 °F 10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	0C	Engine RPM	1976 rpm
0F Intake Air Temperature 19 °F 10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	0D	Vehicle Speed	0 MPH
10 Mass Air Flow Rate 1.6 lb/min 11 Absolute Throttle Position 26.7 %	0E	Timing Advance for #1 cylinder	42.5 °
11 Absolute Throttle Position 26.7 %	0F	Intake Air Temperature	19 °F
	10	Mass Air Flow Rate	1.6 lb/min
14 O2 Bank 1 - Sensor 1 - Oxygen Sensor Voltage 0.735 V	11	Absolute Throttle Position	26.7 %
	14	O2 Bank 1 - Sensor 1 - Oxygen Sensor Voltage	0.735 V

© BlueDriver 2019 Page 1 of 3

$\mathbf{B1}$			

14	O2 Bank 1 - Sensor 1 - Short Term Fuel Trim	0.8 %
15	O2 Bank 1 - Sensor 2 - Oxygen Sensor Voltage	0.530 V
15	O2 Bank 1 - Sensor 2 - Short Term Fuel Trim	99.2 %
18	O2 Bank 2 - Sensor 1 Oxygen Sensor Voltage	0.165 V
18	O2 Bank 2 - Sensor 1 Short Term Fuel Trim	-10.9 %
19	O2 Bank 2 - Sensor 2 Oxygen Sensor Voltage	0.830 V
19	O2 Bank 2 - Sensor 2 Short Term Fuel Trim	99.2 %
1F	Run Time Since Engine Start	12 seconds
23	Fuel Rail Pressure	802.1 PSI
2E	Commanded Evaporative Purge	0.0 %
2F	Fuel Level Input	91.4 %
30	# of Warm-ups Since Codes Cleared	125
31	Distance Traveled Since Codes Cleared	5979 mile
32	Evap. System Vapor Pressure	-0.146 inH ₂ O
33	Barometric Pressure	25.4 inHg
3C	Catalyst Temperature Bank 1 - Sensor 1	856.4 °F
3D	Catalyst Temperature Bank 2 - Sensor 1	856.4 °F
42	Control Module Voltage	15.234 V
43	Absolute Load Value	17.6 %
44	Commanded Equivalence Ratio	1.000 λ
45	Relative Throttle Position	16.5 %
46	Ambient Air Temperature	-0 °F
47	Absolute Throttle Position B	26.7 %
49	Accelerator Pedal Position D	29.8 %
4A	Accelerator Pedal Position E	14.9 %
4C	Commanded Throttle Actuator	22.4 %

© BlueDriver 2019 Page 2 of 3

Disclaimer: This information is provided without warranty and is subject to the Terms of Use posted at www.bluedriver.com/eula.html. Reproduction of this information or any portion thereof constitutes infringement of copyright.

© BlueDriver 2019 Page 3 of 3