Company:
Address:
Phone Number:

Report

2026-03-01 15:32

Vehicle Information

Vehicle Name : Mustang
Year: 2018
VIN: 1FA6P8JZ2J5503363
Mileage : 21557km
SN: GWBT-WDC6M88
Diagnosis Route : Manual Selection -> Vehicle:Mustang -> Model Year:2018 Year -> Vehicle displacement:5.2L -> Type Of Engine:TiVCT

Powertrain Control Module

ECU

VIN	1FA6P8JZ2J5503363
Vehicle	Mustang
Model Year	2018 Year
Vehicle displacement	5.2L
Type Of Engine	TiVCT
Transmission	Manual
Type Of Fuel	Gasoline
Emission Level	50 State Emission
Odometer	21557.41km

Live Data

NO.	Name	Value	Maximum Value	Minimum Value	Unit
1	Temperature Of Ambient Air	34.0|32.0	37.4	30.6	deg C
2	Input Of Ambient Air Temperature Sensor Is Not Reliable.	No Fault			
3	Voltage Of Ambient Air Temperature Sensor	2.227|2.339	2.5729	2.1051	V
4	Commanded State Of Air Conditioning Compressor	Close			
5	Output Fault Of Air Conditioning (A/C) Clutch Is Detected.	No Fault			
6	Air Conditioning (A/C) Pressure Sensor	1176|1138	1293.6	1058.4	kPa
7	Voltage Of Air Conditioning (A/C) Pressure Sensor	1.783|1.739	1.9613	1.6047	V
8	Engine Torque Is Insufficient, So Air Conditioning Compressor Is Being Disabled.	No			
9	Status Of Air Conditioning Request Message	No Fault			
10	Request Signal Of Air Conditioning	Yes			
11	Status Of Adaptive Fuel Table 1	No Fault			
12	Status Of Adaptive Fuel Table 2	No Fault			
13	Drive Cycles Number Where Automatic Engine Idle Shutdown Occurred	4	4.4	3.6	
14	Drive Cycles Number In Which Automatic Engine Idle Shutdown Possible	253	278.3	227.7	
15	Powertrain Control Module (PCM) Control Of Air Fuel For O2S11 State Checking.	No			
16	Powertrain Control Module (PCM) Control Of Air Fuel For Check O2S21 State Checking.	No			
17	Position D Of Accelerator Pedal	14.90	16.39	13.41	%
18	Sensor 1 Of Accelerator Pedal Position	0.752	0.8272	0.6768	V
19	Position Of Accelerator Pedal 1	0.0	0	0	%
20	Position E Of Accelerator Pedal	7.45	8.195	6.705	%
21	Sensor 2 Of Accelerator Pedal Position	0.381	0.4191	0.3429	V
22	Status Of Accelerator Pedal Position Sensor	No Fault			
23	Position Of Accelerator Pedal 2	No Pedal			
24	Positive Voltage Of Battery	13.27|13.24	14.597	11.943	V
25	Battery Terminals Voltage - Inferred	13.250	14.575	11.925	V
26	Position Of Brake Pedal	Close|Turn on			
27	Brake Pressure - Applied	Close|Turn on			
28	Drive Cycles Number In Which Brake Override Accelerator Action Possible	223|224	246.4	201.6	
29	Drive Cycles Number Where Brake Override Accelerator Action Occurred	0	0	0	

30	Accelerated Camshaft Chain Wear Total Accumulation -Not Reset If Chain Is Replaced.	1	1.1	0.9	%
31	Accelerated Camshaft Chain Wear Since The Most Recent Reset Of This Parameter	1	1.1	0.9	%
32	Venting State Of Canister	No Fault			
33	Evaluated Comprehensive Monitor Of Components	Yes			
34	Cylinder Head Temperature	89	97.9	80.1	deg C
35	Cylinder Head Temperature(Sensor voltage)	3.489|3.494	3.8434	3.1446	V
36	Cylinder Head Temperature Indicator Lamp	Close			
37	Cylinder Head Temperature Sensor Status	No Fault			
38	Distance Since Diagnostic Trouble Codes Cleared	32.993	36.2923	29.6937	km
39	Warm-Ups Number Since Clearance Of Diagnostic Trouble Codes (DTCs)	2	2.2	1.8	
40	Exhaust State Of Camshaft Position Sensor - Bank 1	No Fault			
41	Intake State Of Camshaft Position Sensor - Bank 1	No Fault			
42	Exhaust State Of Camshaft Position Sensor - Bank 2	No Fault			
43	Intake State Of Camshaft Position Sensor - Bank 2	No Fault			
44	State Of Camshaft Position Sensor	No Fault			
45	Clutch Pedal Is At Or Near Bottom Of Travel.	No			
46	Clutch Pedal Is Depressed - Corrected.	0.000	0	0	%
47	Clutch Pedal Status Check Signal	OK			
48	Clutch Pedal Status	Clutch Released			
49	Clutch Pedal Above Top Of Travel Switch Point	Yes			
50	Cylinder 1 Acceleration Value	0.11|-0.12	0.121	0.099	
51	Cylinder 2 Acceleration Value	-0.03|-0.12	-0.027	-0.033	
52	Cylinder 3 Acceleration Value	-0.11|0.00	0	0	
53	Cylinder 4 Acceleration Value	-0.03|0.06	0.066	0.054	
54	Cylinder 5 Acceleration Value	0.03|0.08	0.088	0.072	
55	Cylinder 6 Acceleration Value	-0.16|-0.03	-0.027	-0.033	
56	Cylinder 7 Acceleration Value	0.06|-0.19	0.066	0.054	
57	Cylinder 8 Acceleration Value	0.28|0.09	0.308	0.252	
58	Crank fueling disabled	No			
59	Distance Since Automatic Engine Idle Shutdown occurred	128.92	141.812	116.028	km
60	Distance Since Brake Override Accelerator Action occurred	21268.28	23395.108	19141.452	km
61	Total Distance Of Vehicle	21561.464	23717.6104	19405.3176	km
62	Count Of Diagnostic Trouble Code (Includes Those Needing No Action)	1	1.1	0.9	
63	Temperature Of Engine Coolant	89	97.9	80.1	deg C
64	Temperature State Of Engine Coolant	No Fault			
65	Exhaust Gas Recirculation System Is Evaluated.	Yes			
66	Timer Since Engine Is Off.	00:06:16			m:s
67	Cranking Of Engine	Not Activated			
68	Readiness Of Natural Vacuum EVAP Monitor Test At Next Key Off	Not Ready			
69	Pressure Of Engine Oil	244|235	268.4	219.6	kPa
70	Pressure Sensor Of Engine Oil Is Not Reliable.	No Fault			
71	Voltage Of Engine Oil Pressure Sensor	1.446|1.500	1.65	1.35	V
72	Heated Exhaust Gas Oxygen Sensor Bank 1, Sensor 1 (O2S11) Is Active (Sensor Is Not Open Circuit).	Not Activated			
73	Commanded Equivalence Ratio (Air to Fuel Mixture) Bank 1	13.96|14.37	15.807	12.933	:1
74	O2S21 Is Active (Sensor Circuit Is Not Open).	Not Activated			
75	Commanded Equivalence Ratio (Air to Fuel Mixture) Bank 2	13.74|14.18	15.598	12.762	:1
76	Commanded Throttle Actuator Control	4.31|3.53	4.741	3.879	%
77	Electronic Throttle Control Diagnostics Code Used For Technical Assistance	0	0	0	
78	Actual Electronic Throttle Control	4.10|3.49	4.51	3.69	deg
79	Desired Electronic Throttle Control	4.02|2.33	4.422	3.618	deg

80	Throttle Angle Offset Learned Value	-0.89	-0.801	-0.979	deg
81	Offset Of Throttle Angle Has Learned.	Yes			
82	EVAP Monitor 0.020 Leak Check Completed	No			
83	Duty Cycle Of Evaporative Emission Canister Purge Valve	3.970|2.673	4.367	3.573	%
84	Vent Valve Of Evaporative Emission Canister 1	0.000	0	0	%
85	Vent Valve Of Evaporative Emission Canister 2	Close			
86	Purge Fault Of Evaporative Emission Canister	No Fault			
87	Commanded Evaporative Purge	3.92|2.35	4.312	3.528	%
88	EVAP Monitor Soak Time Conditions Met	No			
89	Monitor Of Evaporative Emission	Not Running			
90	Vapor Management Fault In Evaporative Emission System	No Fault			
91	Evaluated Monitor Of Evaporative System	No			
92	Commanded Exhaust Flow Control Valve A	0.00	0	0	%
93	Fault State Of Exhaust Flow Control Valve A	No Fault Is Detected.			
94	Operation Of Engine Cooling Fan	No Fault			
95	Fuel Level	47.06|41.96	51.766	42.354	%
96	Desired Low Side Fuel Pressure	375	412.5	337.5	kPa
97	Fuel Pump	Turn on			
98	Monitor Of Fuel Pump 2	40.912|40.945	45.0395	36.8505	%
99	Monitor Of Fuel Pump	40.265|40.833	44.9163	36.7497	%
100	Fault Of Fuel Pump	No Fault			
101	Pressure Of Fuel Rail - Gauge Pressure	378|375	415.8	340.2	kPa
102	Fuel Rail Pressure	2.014|2.019	2.2209	1.8171	V
103	Control Pressure State Of Fuel Rail System	No Fault			
104	Foot Brake - State Of Foot Brake Used By Strategy	Close			
105	State Of Fuel Tank Pressure Transducer	No Fault			
106	Pressure Of Fuel Tank Is Displayed As Inches Of Water.	0.14	0.154	0.126	
107	Monitor Of Fuel System Is Completed During This Drive Cycle.	No			
108	Evaluated Monitor Of Fuel System	No			
109	State Of Fuel System (Open/Closed Loop)	Closed Loop			
110	Maximum Availabe Current Of Generator At Present Conditions - Inferred	88|116	127.6	104.4	A
111	Current Sensor Of Generator	35.8|30.4	39.38	32.22	A
112	Command Of Generator	33.569	36.9259	30.2121	%
113	Fault Of Generator Command Line	No Fault			
114	Fault Indicator Lamp Of Generator	Close			
115	Monitor Of Generator	53.442|30.121	58.7862	48.0978	%
116	Frequency State Of Generator Monitor	No Fault			
117	Frequency Of Generator Monitor	126.2	138.82	113.58	Hz
118	State Of Generator Monitor Line	No Fault			
119	Desired Voltage Of Generator	13.300	14.63	11.97	V
120	Fault State Of Generator	No Fault			
121	High Speed Of Fan Control	Close			
122	High Fault Of Fan Control	No Fault			
123	Heated Exhaust Gas Oxygen Sensor Heater - Bank 1 Sensor 1	Turn on			
124	Fault Of O2S11 Heater Control	No Fault			
125	Heated Exhaust Gas Oxygen Sensor Heater - Bank 1 Sensor 2	Turn on			
126	Fault Of O2S12 Heater Control	No Fault			
127	Heated Exhaust Gas Oxygen Sensor Heater - Bank 2 Sensor 1	Turn on			
128	Fault Of O2S21 Heater Control	No Fault			
129	Heated Exhaust Gas Oxygen Sensor Heater - Bank 2 Sensor 2	Turn on			

130	Fault Of O2S22 Heater Control	No Fault			
131	Current Monitor Of Heater For Heated Exhaust Oxygen Sensor 12 - Bank 1 Sensor 2	0.000	0	0	A
132	Current Monitor Of Heater For Heated Exhaust Oxygen Sensor 22 - Bank 2 Sensor 2	0.000	0	0	A
133	Heated Exhaust Oxygen Sensor 11 And Heated Exhaust Oxygen Sensor 21 Heater Control	Turn on			
134	Heated Exhaust Oxygen Sensor 12 & Heated Exhaust Oxygen Sensor 22 Heater Control	Turn on			
135	Idle Air Control	Control Learn|Idle Drive			
136	Temperature Of Intake Air	70|60	77	63	deg C
137	State Of Inlet Air Temperature Sensor	No Fault			
138	Central Vehicle Configuration Of Instrument Cluster State	Data Valid or Not Used			
139	Monitor Of Intake Manifold Runner Control	1.188	1.3068	1.0692	V
140	Monitor Of Intake Manifold Runner Control #2	4.071|4.066	4.4781	3.6639	V
141	Control Of Intake Manifold Runner	Close			
142	Control Fault Of Intake Manifold Runner	No Fault			
143	Fault Of Injector 1	No Fault			
144	Fault Of Injector 2	No Fault			
145	Fault Of Injector 3	No Fault			
146	Fault Of Injector 4	No Fault			
147	Fault Of Injector 5	No Fault			
148	Fault Of Injector 6	No Fault			
149	Fault Of Injector 7	No Fault			
150	Fault Of Injector 8	No Fault			
151	Monitor Of Injector Power	13.221|13.172	14.5431	11.8989	V
152	Fault Of Injector	No Fault			
153	In Gear -Transmission Is Applying A Load To Engine	No			
154	Power Of Keep Alive Memory	Normal			
155	State Of Ignition Key	Turn on			
156	Knock Sensor 1	134|107	147.4	120.6	
157	Knock Sensor 2	253|122	278.3	227.7	
158	Adjustment Of Knock Control Spark	0.00	0	0	deg
159	Low Speed Of Fan Control	Turn on			
160	Low Fault Of Fan Control	No Fault			
161	Load Of Engine	36.47|59.22	65.142	53.298	%
162	Absolute Load Value	16.08|30.20	33.22	27.18	%
163	Long-Term Fuel Trim 1	-5.47|-7.03	-4.923	-6.017	%
164	Long-Term Fuel Trim 2	-1.56|-3.12	-1.404	-1.716	%
165	Mass Air Flow	5.88|7.17	7.887	6.453	g/s
166	State Of Mass Air Flow Sensor	No Fault			
167	Frequency Of Mass Air Flow	1814.0|1795.5	1995.4	1632.6	Hz
168	Transmission Is In Gear At Time Of Misfire	Yes			
169	Load Of Engine At Time Of Misfire	67.618	74.3798	60.8562	%
170	Engine Revolutions Per Minute (RPM) At Time Of Misfire	4555.2	5010.72	4099.68	rpm
171	Running Time Of Engine At Time Of Misfire	00:04:15			m:s
172	Off Soak Time Of Engine Before Misfire	00:00:00			m:s
173	Clutch Of Torque Converter At Time Of Misfire	No			
174	Angle Of Throttle At Time Of Misfire	43.41	47.751	39.069	%
175	Trips Number Since The Time Of Misfire	4	4.4	3.6	
176	Speed Of Vehicle At Time Of Misfire	70	77	63	km/h
177	Malfunction Indicator Lamp	Turn on			
178	Currently Detected Engine Misfire	No			
179	State Of Misfire Monitor	Enable			

180	Learned Misfire Profile Correction	Yes			
181	Events Of Misfire During Latest Misfire Cycle	17|19	20.9	17.1	
182	Current Of Exhaust Gas Oxygen Sensor - Bank 1 Sensor 1	-0.031|0.254	0.2794	0.2286	mA
183	Commanded duty cycle for the O2S11 heater output.	41.57|43.92	48.312	39.528	%
184	Impedance Of O2S11 Sensor Is Expressed As A Voltage.	0.091	0.1001	0.0819	V
185	Heated Exhaust Gas Oxygen Sensor Bank 1, Sensor 1 (O2S11) Is Warm And Ready To Operate.	Yes			
186	State Of Heated Exhaust Gas Oxygen Sensor Bank 1, Sensor 1 (O2S11)	No Fault			
187	Resistance 11 Of Oxygen Sensor Trim Circuit - NTK Sensor	0	0	0	Ohms
188	Heated Exhaust Gas Oxygen Sensor - Bank 1 Sensor 2	0.747|0.799	0.8789	0.7191	V
189	Current Of Exhaust Gas Oxygen Sensor - Bank 2 Sensor 1	-0.051|0.395	0.4345	0.3555	mA
190	Commanded duty cycle for the O2S21 heater output.	44.71|47.45	52.195	42.705	%
191	Heated Exhaust Gas Oxygen Sensor Bank 2, Sensor 1 (O2S21) Sensor Impedance Is Expressed As A Voltage.	0.091	0.1001	0.0819	V
192	Heated Exhaust Gas Oxygen Sensor Bank 2, Sensor 1 (O2S21) Is Warm And Ready To Operate.	Yes			
193	State Of Heated Exhaust Gas Oxygen Sensor Bank 2, Sensor 1 (O2S21)	No Fault			
194	Resistance 21 Of Oxygen Sensor Trim Circuit - NTK Sensor	0	0	0	Ohms
195	Heated Exhaust Gas Oxygen Sensor - Bank 2 Sensor 2	0.763|0.750	0.8393	0.6867	V
196	Evaluated System Of Heated Exhaust Oxygen Sensor Heater	No			
197	Evaluated Monitor Of Oxygen Sensor	No			
198	Input Error Of Downstream Closed Loop - Bank 1	0.00|-0.05	0	0	V
199	Input Error Of Downstream Closed Loop - Bank 2	0.00|0.02	0.022	0.018	V
200	Fuel Control Of Downstream Oxygen Sensor Is Disabled.	No			
201	Event Of Low Oil Since Last Change Of Oil - Reduced Oil Life	Normal			
202	Low Engine Oil Pressure Switch	Not Low			
203	Remaining Life Of Engine Oil	74	81.4	66.6	%
204	Reliable Output Shaft Speed	No Fault			
205	Actual Output Shaft Speed	0.0|374.2	411.62	336.78	rpm
206	Because Engine Off Timer Did Not Agree With Electronic Control Unit (ECU) Clock Hardware, Diagnostic Trouble Code (DTC) P2610 Was Set.	No Fault			
207	Because Engine Off Timer Did Not Agree With Inferred Engine Off Time. Diagnostic Trouble Code (DTC) P2610 Was Set.	No Fault			
208	Loss Of Communication With The Module That Provides Engine Off Time Is The Reason For DTC P2610.	No Fault			
209	Enable State Of Vehicle	Enable			
210	Type Of Security Access Timed/Coded	Coded			
211	State Of Power Pack	Like Key On Engine Off (KOER) - Power Pack Available			
212	Total Active Time Of Electronic Contol Unit (ECU)	67723:47:49|67723:48:46			m:s
213	Reverse Switch	Close			
214	Expected Idle Speed Revolutions Per Minute (RPM)	650	715	585	rpm
215	Revolutions Per Minute (RPM) Of Engine	659.0|1318.8	1450.68	1186.92	rpm
216	Run Time Of Engine	00:14:11|00:15:09			m:s
217	Fluid Pump Of Rear Differential	Close			
218	Fluid Temperature Of Rear Differential	49.2|50.9	55.99	45.81	deg C
219	Voltage Of Rear Differential Fluid Sensor	4.066|4.018	4.4726	3.6594	V
220	State Of Rear Differential Fluid Sensor	No Fault			
221	Fluid Sensor Of Rear Differential Is Not Reliable.	No Fault			
222	Short-Term Fuel Trim 1	4.69|6.25	6.875	5.625	%
223	Short-Term Fuel Trim 2	5.47|7.03	7.733	6.327	%
224	Spark Advance	13.25|17.00	18.7	15.3	deg
225	Protection State Of Starter Motor	Cleared State - Not Preventing Start			
226	Enable Relay Of Starter Motor	Disabled			
227	Synchronized Camshaft Position (CMP) And Crankshaft Position (CKP)	Yes			
228	Position Sensor 1 Of Throttle	4.404|4.227	4.8444	3.9636	V

229	Position Of Throttle (%)	11.76|15.29	16.819	13.761	%
230	Learned Offset Of Throttle Position Sensor 1	9.2	10.12	8.28	deg
231	Sensor 2 Of Throttle Position	0.571|0.742	0.8162	0.6678	V
232	Position B Of Absolute Throttle	11.37|14.51	15.961	13.059	%
233	Learned Offset Of Throttle Position Sensor 2	8.8	9.68	7.92	deg
234	State Of Throttle Position Sensor	No Fault			
235	Maximum Difference Of Angle Between TP1 (Throttle Position 1) Sensor And TP2 (Throttle Position 2) Sensor	0.1	0.11	0.09	deg
236	Requested Torque Control	Idle Speed Control|Torque Based Deceleration			
237	Exhaust State Of Variable Cam Timing Bank 1	No Fault			
238	Intake State Of Variable Cam Timing Bank 1	No Fault			
239	Exhaust State Of Variable Cam Timing Bank 2	No Fault			
240	Intake State Of Variable Cam Timing Bank 2	No Fault			
241	State Of Variable Cam Timing (VCT) System (Open/Closed Loop)	Closed Loop			
242	Position Of Actual Exhaust B Camshaft - Bank 1	-0.1|-1.6	-0.09	-0.11	deg
243	Position Of Actual Exhaust B Camshaft - Bank 2	0.0|0.1	0.11	0.09	deg
244	Duty Cycle Of Exhaust B Camshaft Position - Bank 1	0.000	0	0	%
245	Duty Cycle Of Exhaust B Camshaft Position - Bank 2	0.000	0	0	%
246	Exhaust B Camshaft Desired Minus Actual - Bank 1	0.0	0	0	deg
247	Exhaust B Camshaft Desired Minus Actual - Bank 2	-0.1|0.0	0	0	deg
248	Desired Variable Camshaft Timing Exhaust Angle	0.0	0	0	deg
249	Desired Variable Camshaft Timing Intake Angle	40.0|30.0	44	36	deg
250	Position Of Actual Intake A Camshaft - Bank 1	39.9|29.9	43.89	35.91	deg
251	Position Of Actual Intake A Camshaft - Bank 2	40.0|29.8	44	36	deg
252	Duty Cycle Of Intake A Camshaft Position - Bank 1	64.175|66.068	72.6748	59.4612	%
253	Duty Cycle Of Intake A Camshaft Position - Bank 2	66.501|67.581	74.3391	60.8229	%
254	Intake A Camshaft Desired Minus Actual - Bank 1	0.1|0.2	0.22	0.18	deg
255	Intake A Camshaft Desired Minus Actual - Bank 2	0.1|0.2	0.22	0.18	deg
256	Control Mode Of Vehicle	Normal			
257	Module Supply Voltage	13.27|13.24	14.597	11.943	V
258	Reference Voltage	5.005	5.5055	4.5045	V
259	Speed Of Vehicle	0|13	14.3	11.7	km/h

Antilock Braking System

Restraint Control Module

Body Control Module

Body Control Module B

Instrument Panel Control Module

ECU

System Name	Powertrain Control Module(PCM)/Control Module Of Transmission(TCM)
System Configuration	Standard configuration module
Part Number	GR3A-12A650-BUA
Software Number	FR3A-14C204-FFB
Hardware Number	FR3A-12B684-EUA

Gateway Module A

Audio Control Module

Accessory Protocol Interface Module

Remark:

*This report is solely responsible for the results of this detection.: