

# Vehicle Diagnostic Report

2011 CT200h 2ZR-FXE

2/9/2017 5:11:15 PM

## Data List Hybrid Control(1 of 2)

Time/Frame : 09:26:468/3

Parameter	Value	Unit
Engine Coolant Temp	48	C
Engine Revolution	0	rpm
Vehicle Spd	0	km/h
Engine Run Time	0	s
+B	14.49	V
Ambient Temperature	29	C
DTC Clear Run Distance	17	km
MAP	94	kPa(abs)
Atmosphere Pressure	94	kPa(abs)
Ready Signal	ON	
Motor(MG2) Revolution	0	rpm
Motor(MG2) Torq	0.00	Nm
M(MG2) Trq Exec Val	0.00	Nm
Generator(MG1) Rev	0	rpm
Generator(MG1) Torq	0.00	Nm
G(MG1) Trq Exec Val	0.00	Nm
Regenerative Brake Torq	0.0	Nm
Rqst Regen Brake Torq	0.0	Nm
Inverter Temp-(MG1)	36	C
Inverter Temp-(MG2)	36	C
Motor Temp No2	44	C
Motor Temp No1	39	C
Accelerator Degree	0.0	%
Request Power	0	W
Target Engine Rev	0	rpm
State of Charge (All Bat)	62.3	%
Master Cylinder Ctrl Trq	0.0	Nm
Power Resource VB	227.0	V
Power Resource IB	0.99	A
VL-Voltage before Boosting	230	V
VH-Voltage after Boosting	225	V
Boost Ratio	0.0	%
Drive Condition ID	0	
Shift Sensor Shift Pos	P	
Crank Position	10	deg (CA)
A/C Consumption Pwr	0	W
Short Wave Highest Val	4.98	V
Num of Current Code	0	
Calculate Load	0.0	%
Throttle Position	15.6	%
DCDC Cnv Tar Pulse Duty	67.5	%
Inverter Coolant Water Temperature	38	C
Cooling Fan 0	0.0	%
Inverter W/P Revolution	3500	rpm
Prohibit DC/DC conv sig	OFF	
EV Request	OFF	
Gradient of Road Surface	-0.3	m/s2
Permit Start by Immobiliser	Norml	
Immobiliser Communication	ON	
Starter Switch	OFF	
SOC after IG-ON	62.5	%
Inv-Temp (MG1) Max	36	C
Inv-Temp (MG2) Max	37	C
Mtr-Temp (MG2) Max	39	C
Converter Temp Max	36	C
Status of Charge Max	62.5	%
Status of Charge Min	62.5	%
Stop Light Switch	OFF	
Inter Lock Switch	OFF	
Back Up Lamp Relay	OFF	
ECO Mode	OFF	

Parameter	Value	Unit
Shift Pos Status (T/M Ctrl)	P	
Shift P Permission Signal	ON	
DC/DC Cnv Temp (Upper)	36	C
DC/DC Cnv Temp (Lower)	36	C
Mtr-Temp (MG1) Max	44	C
Internal Shift Position	P	
P Request (T/M Ctrl)	ON	
(Inverter) W/P Run Control Duty	62.50	%
Engine Stop Request	Request	
Engine Idling Request	No	
Main Batt Charging Rqst	No	
Aircon Request	No	
Engine Warming Up Rqst	No	
SMRP Status	OFF	
SMRB Status	ON	
SMRG Status	ON	
MG1 Gate Status	OFF	
MG2 Gate Status	OFF	
Converter Gate Status	OFF	
Auxiliary Battery Low-Last Operation	0	
Auxiliary Battery Low-Last Trip	0	
MG2 Temperature High-Last Operation	0	
MG2 Temperature High-Last Trip	0	
MG1 Temperature High-Last Operation	0	
MG1 Temperature High-Last Trip	0	
MG2(Motor) Inverter Temperature High-Last Op	0	
MG2(Motor) Inverter Temperature High-Last Trip	0	
MG1(Generator) Inverter Temperature High-Last Op	0	
MG1(Generator) Inverter Temp High-Last Trip	0	
Main Battery Low Voltage-Last Operation	0	
Main Battery Low Voltage-Last Trip	0	
Coolant Heating-Last Operation	0	
Coolant Heating-Last Trip	0	
Converter Heating-Last Operation	0	
Converter Heating-Last Trip	0	
Batt Pack Current Val	0.99	A
Inhaling Air Temp	28.5	C
VMF Fan Motor Voltage1	0.0	V
Auxiliary Battery Vol	14.43	V
Charge Control Value	-13.0	KW
Discharge Control Value	21.0	KW
Cooling Fan Mode1	0	
Temp of Batt TB1	29.3	C
Temp of Batt TB2	29.4	C
Temp of Batt TB3	29.3	C
Battery Block Vol -V01	16.33	V
Battery Block Vol -V02	16.31	V
Battery Block Vol -V03	16.33	V
Battery Block Vol -V04	16.31	V
Battery Block Vol -V05	16.21	V
Battery Block Vol -V06	16.16	V
Battery Block Vol -V07	16.11	V
Battery Block Vol -V08	16.06	V
Battery Block Vol -V09	16.04	V
Battery Block Vol -V10	16.28	V
Battery Block Vol -V11	16.31	V
Battery Block Vol -V12	16.33	V
Battery Block Vol -V13	16.31	V
Battery Block Vol -V14	16.33	V
Battery Low Time	0	
DC Inhibit Time	0	
Hot Temperature Time	0	