

## Vehicle Information

Toyota 12/2012-01/2014	Corolla verso	
<b>VIN:</b>		<b>Mileage:</b>
<b>Test Time:</b> 2023/01/04 15:38		<b>Path:</b> Diagnosis > Auto scan > Trouble codes >

## Freeze frame data

Name	Value	Unit
Acceleration position	66.40	%
Acceleration sensor 1 voltage %	56.8	%
Acceleration sensor 2 voltage %	72.5	%
Actual exhaust gas recirculation (EGR) valve position	0.0	%
Actual throttle position	0	%
Add injection flow excessive	Normal	
Add injection flow insufficient	Normal	
AF oxygen (bank 1 sensor 1)	16.000	times
After glow	Off	
After injection period	0	us
After injection timing	29.1	deg(CA)
Air conditioner duty feedback value	0.0	mm3/st
Air conditioner signal	Off	
Air fuel ratio sensor (AFS) current (bank 1 sensor 1)	479233.37	mA
Air fuel ratio sensor (AFS) voltage (bank 1 sensor 1)	640.02	V
ASL main switch	Off	
ASL memory vehicle speed	0	km/h
ASL ready	Off	
ASL shift position request	0	
ASL throttle position	100.00	%
ASL vehicle speed	0	km/h
Atmosphere pressure	101	Kpa
Battery voltage	14.1	V
Calculate load	99.2	%
Catalyst differential pressure	0.1005	
Catalyst memory error	No error	
Clutch switch	Off	

Coolant temperature	40	°C
Diesel particulate filter (DPF) differential pressure	-5.000	Kpa
Diesel particulate filter (DPF) no activate	Activate	
Diesel particulate filter (DPF) overtemperature	Normal	
Diesel particulate filter (DPF) particulate matter block	No block	
Diesel particulate filter (DPF) thermal deteriorate	Normal	
Diesel throttle learn status	OK	
Distance from DTC cleared	0	km
Electric duty feedback value	0.0	mm3/st
Electric fan motor	Off	
Engine run time	215	s
Engine speed	4096	rpm
Engine speed (starter off)	900	rpm
Engine start time	0	ms
ESC switch	Off	
Exhaust fuel addition fb	1.00	
Exhaust gas recirculation (EGR) close learn status	OK	
Exhaust gas recirculation (EGR) close learn value	0.44	V
Exhaust gas recirculation (EGR) operation prohibit	Not good	
Exhaust temperature (bank 1 sensor 1)	84.3	°C
Exhaust temperature (bank 1 sensor 2)	64.3	°C
Fuel press	120100	Kpa
Fuel return temp	37	°C
Fuel temperature	25	°C
Idle injection volume (min)	4.8	mm3/st
Immobilizer communication	On	
Initial engine coolant temperature	25.6	°C
Initial intake air temperature (IAT)	17.5	°C
Injection feedback value 1	-0.5	mm3/st
Injection feedback value 2	0.1	mm3/st
Injection feedback value 3	-0.2	mm3/st
Injection feedback value 4	0.1	mm3/st
Injection volume	39.98	mm3/st
Injection volume feedback for idle	5.05	mm3/st
Injection volume feedback learning	0.0	mm3/st
Injector memory error	No error	
Intake air	16	°C

Intake air temperature (IAT) (turbo)	16	°C
M/T downshift indication	Off	
M/T upshift indication	Off	
Main injection period	521	us
Main injection timing	-6.9	deg(CA)
Manifold absolute pressure (MAP)	914	Kpa
Mass air flow (MAF)	97.98	gm/s
Neutral position switch signal	Off	
Pilot 1 injection period	0	us
Pilot 1 injection timing	-29.6	deg(CA)
Pilot 2 injection period	189	us
Pilot 2 injection timing	-21.0	deg(CA)
Pilot quantity learning	Standby	
Pre-glow	Off	
Pressure discharge valve	Off	
PS duty feedback value	0.0	mm3/st
Pump suction control valves (SCV) learning value	54.2	mA
Rejuvenate pilot quantity learning	Ready	
RES/ACC switch	Off	
Reverse switch	Off	
Rich spike mal	Normal	
Run dist of previous trip	0	km
Set/coast switch	Off	
Shift indication enable	On	
Starter control	Off	
Starter count	3	times
Starter signal	Off	
Stop lamp switch	Off	
Target booster pressure	222.73	Kpa
Target exhaust gas recirculation (EGR) position	0.0	%
Target pump scv current	1859.0	mA
Target throttle position	91	%
TC terminal on	Off	
Throttle motor duty	88.2	%
Throttle sensor voltage %	81.5	%
Time after DTC cleared	3	min
Variable nozzle turbocharger (VNT) command	36	%
Vehicle speed	0	km/h

Warm-up cycle cleared DTC	0	times
---------------------------	---	-------