

Vehicle information

Ford 2012 F-Series Super Duty

Diagnostics time: 2021/04/13 20:11

Path: Manual selection > Ford > F-Series Super Duty > 6.8L > 3V > 2012 > Not Fitted > Auto scan > Live data >

Live data

NO.	Name	Value	MIN	MAX	Unit
1	02S21 is active (sensor does not have an open circuit).	Active			
2	4WD Low	OFF			
3	A/C Compressor Commanded Status	OFF			
4	A/C Pressure Sensor	76.58	60	80	psi
5	A/C Request Signal	No			
6	A/C clutch output fault detected	No Fault			
7	A/C pressure sensor voltage	1.11	0	5	V
8	A/C request message status	No Fault			
9	AAT sensor input unreliable	No Fault			
10	APPS 1	0.85	0	5	V
11	APPS 2	0.42	0	5	V
12	APPS status	No Fault			
13	Absolute Throttle Position (TP) B	18.43	0	100	%
14	Acceleration value of cylinder 1	-0.22	-2	2	
15	Acceleration value of cylinder 10	0.17	-2	2	
16	Acceleration value of cylinder 2	0.08	-2	2	
17	Acceleration value of cylinder 3	0.38	-2	2	
18	Acceleration value of cylinder 4	-1.52	-2	2	
19	Acceleration value of cylinder 5	0.06	-2	2	
20	Acceleration value of cylinder 6	-0.8	-2	2	
21	Acceleration value of cylinder 7	1.08	-2	2	
22	Acceleration value of cylinder 8	-1.22	-2	2	
23	Acceleration value of cylinder 9	0.2	-2	2	
24	Accelerator Pedal Position 1	0	0	100	%
25	Accelerator Pedal Position 2	No Pedal			
26	Accelerator Pedal Position (APP) D	16.86	0	100	%
27	Accelerator Pedal Position (APP) E	8.24	0	100	%
28	Actual Electronic Throttle Control	4.59	0	100	°
29	Actual Output Shaft Speed (OSS)	0	0	5000	RPM
30	Actual Turbine Shaft Speed (TSS)	689.25	0	5000	RPM

31	Adaptive fuel table 1 status	No Fault			
32	Adaptive fuel table 2 status	No Fault			
33	Airflow trim learnt (drive position (D), A/C OFF) (LBM/min)	0.76			
34	Airflow trim learnt (drive position (D), A/C ON) (LBM/min)	0.76			
35	Airflow trim learnt (drive position (N) A/C OFF) (LBM/min)	2.76			
36	Airflow trim learnt (drive position (N), A/C ON) (LBM/min)	1.25			
37	Ambient air temp sensor voltage	0	0	5	V
38	Axle Ratio	4.3	3	5	:1
39	Barometric pressure 1	13.20	0	20	psi
40	Barometric pressure 2	148.78	0	200	Hz
41	Barometric pressure 3	13.20	0	20	psi
42	Battery Positive Voltage	13.89	10	16	V
43	Brake pedal position	OFF			
44	Brake pressure applied	OFF			
45	CMP and CKP synchronized	Yes			
46	Camshaft Position (CMP) sensor status	No Fault			
47	Canister venting status	No Fault			
48	Comded duty cyc for O2S11 htr output	41.18	0	100	%
49	Comded duty cyc for O2S21 htr output	33.33	0	100	%
50	Comded eq rat (air to fuel mixture) B1	15.07	0	30	:1
51	Comded eq rat (air to fuel mixture) B2	15.07	0	30	:1
52	Commanded Throttle Actuator Control (TAC)	5.49	0	100	%
53	Comprehensive components monitor evaluated	Yes			
54	Converter Pressure Control	0	0	1	A
55	Crank fueling disabled	No			
56	Cylinder Head Temperature 1	185.00	-4	248	°F
57	Cylinder Head Temperature 2	0.69	0	5	V
58	Cylinder head temp indicator lamp	OFF			
59	Cylinder head temp sensor status	No Fault			
60	DTC Count (includes those needing no action)	4			
61	Desired Electronic Throttle Control	4.54	0	100	°
62	Desired Generator Voltage	14.37	11	16	V
63	Desired Idle Speed RPM	725	500	2500	RPM
64	Dist since brk ovrd accel action occur	0.00	0	0	miles
65	Distance since DTCs Cleared	0.00	0	0	miles
66	Downstream O2S fuel control disabled	No			
67	Downstream closed loop input error B1	-0.19	-1	1	V
68	Downstream closed loop input error B2	0	-1	1	V

69	EGR system evaluated	Yes			
70	ETC diag code used for technical assist	0			
71	EVAP (Evaporative Emission) monitor 0.020 leakage check is completed.	No			
72	EVAP (Evaporative Emission) monitor soak time conditions are met.	No			
73	EVAP canister purge fault	No Fault			
74	EVAP canister purge valve duty cycle	0	0	100	%
75	EVAP canister vent valve 1	0	0	100	%
76	EVAP canister vent valve 2	OFF			
77	EVAP vapor management fault	No Fault			
78	Engine OFF soak time before misfire	00:00			
79	Engine RPM	814.25	0	5000	RPM
80	Engine RPM at time of misfire	737	600	800	RPM
81	Engine cranking	Inactive			
82	Engine load	27.45	0	100	%
83	Engine load at time of misfire	24.34	10	30	%
84	Engine misfire currently detected	No			
85	Engine run time	03:52			
86	Engine running time at time of misfire	02:04			
87	Eq ratio (Lambda) (bank 1 sensor 1) 1	1.15	-1	2	
88	Eq ratio (Lambda) (bank 1 sensor 1) 2	16.55	0	30	:1
89	Eq ratio (Lambda) (bank 2 sensor 1) 1	1.06	-1	2	
90	Eq ratio (Lambda) (bank 2 sensor 1) 2	15.35	0	30	:1
91	Evaporative system monitor evaluated	Yes			
92	Exhaust gas O2S current (B1S1)	191.41	-2500	2500	uA
93	Exhaust gas O2S current (B2S1)	113.28	-2500	2500	uA
94	Firm Shift	OFF			
95	Foot brake - foot brake state used by strategy	OFF			
96	Fuel Level	74.51	0	100	%
97	Fuel Pump (FP) fault	No Fault			
98	Fuel Pump (FP) monitor	39.74	0	120	%
99	Fuel System Status (OL/CL)	Closed Loop			
100	Fuel pump 1	31.66	0	100	%
101	Fuel pump 2	ON			
102	Fuel tank pres transducer status	No Fault			
103	Fuel tank pressure 1	2.68	0	5	V
104	Fuel tank pressure 2	0.01	-1.09	1.09	psi

105	Gear Command by Output Status Control	1			
106	Gear Commanded	1			
107	Gear ratio commanded	0	0	10	:1
108	Gear ratio measured	5	0	16	:1
109	Generator Command	0	0	100	%
110	Generator command line fault	No Fault			
111	Generator fault indicator lamp	OFF			
112	Generator fault status	No Fault			
113	Generator monitor	28.66	0	100	%
114	Generator monitor frequency	126.25	0	900	Hz
115	Generator monitor frequency status	No Fault			
116	Generator monitor line status	No Fault			
117	HO2S heater system evaluated	No			
118	Heated Exhaust Gas Oxygen Sensor Heater (Bank 1 Sensor 1)	ON			
119	Heated Exhaust Gas Oxygen Sensor Heater (Bank 1 Sensor 2)	ON			
120	Heated Exhaust Gas Oxygen Sensor Heater (Bank 2 Sensor 1)	ON			
121	Heated Exhaust Gas Oxygen Sensor Heater (Bank 2 Sensor 2)	OFF			
122	Heated Oxygen Sensor (HO2S) 11 status	No Fault			
123	Heated Oxygen Sensor (HO2S) 21 status	No Fault			
124	Heated exhaust gas oxygen sensor (bank 1, sensor 2)	0.85	0	1	V
125	Heater Control for HO2S12 (Heated Oxygen Sensor (Bank 1 Sensor 2)) and HO2S22 (Heated Oxygen Sensor (Bank 2 Sensor 2))	ON			
126	Heater control for HO2S11 (Heated Oxygen Sensor (Bank 1 Sensor 1)) and HO2S21 (Heated Oxygen Sensor (Bank 2 Sensor 1))	ON			
127	Heater control for O2S11 fault	No Fault			
128	Heater control for O2S12 fault	No Fault			
129	Heater current monitor for HO2S11	1.65	0	2	A
130	Heater current monitor for HO2S12	1	1	1	A
131	Heater current monitor for HO2S21	1.59	0	2	A
132	IMTV status	No Fault			
133	Idle Air Control	DASHPO T			
134	Ignition key status	ON			
135	In gear-trans is applying a load to eng	No			
136	Injector 1 fault	No Fault			
137	Injector 10 fault	No Fault			
138	Injector 2 fault	No Fault			
139	Injector 3 fault	No Fault			

140	Injector 4 fault	No Fault			
141	Injector 5 fault	No Fault			
142	Injector 6 fault	No Fault			
143	Injector 7 fault	No Fault			
144	Injector 8 fault	No Fault			
145	Injector 9 fault	No Fault			
146	Injector fault	No Fault			
147	Injector power monitor	14.07	0	16	V
148	Inlet air temperature sensor status	No Fault			
149	Intake Air Temperature 1	64.40	-22	248	°F
150	Intake Air Temperature 2	3.33	0	5	V
151	Intake Manifold Tuning Valve 1	ON			
152	Intake Manifold Tuning Valve 2	0	0	100	%
153	Intermediate Shaft Speed	850.5	0	5000	RPM
154	Intermediate Shaft Speed (ISS) reliable	No Fault			
155	Keep Alive Memory (KAM) power	OK			
156	Key position for start indicated	OFF			
157	Knock Sensor (KS) 1	261			
158	Knock Sensor (KS) 2	239			
159	LPC (previously shown as PCA)	42.06	0	500	psi
160	LPC meas in cur (prev shown as PCA_AMP)	0.8	0	1	A
161	LPC status (previously shown as PCA_F)	No Fault			
162	Learnt value of throttle angle offset	1.28	0	2	°
163	Line Pressure Control (LPC) desired	68.75	0	300	psi
164	Long term fuel trim 1	0	-35	35	%
165	Long term fuel trim 2	0	-35	35	%
166	Low Engine Oil Pressure (EOP) switch	Low			
167	Malfunction Indicator Lamp	OFF			
168	Mass Air Flow	0.03	0	0.39	lb/s
169	Mass Air Flow (MAF) in frequency	2.98	0	15	kHz
170	Mass Air Flow (MAF) sensor status	No Fault			
171	Max angle diff btw APP 1 and APP 2	0	-1	1	°
172	Max angle diff btw TPS 1 and TPS 2	0	-1	1	°
173	Misfire OBD trip flag	Disabled			
174	Misfire events during latest misfire cyc	3960			
175	Misfire monitor status	Disabled			
176	Misfire profile correction learned	Yes			
177	Module supply voltage	13.89	9	16	V

178	Natural Vac EVAP Mon Test ready at next key OFF	Not Ready			
179	Neutral output status	ON			
180	No. of drive cycs in which brake ovrd accelerator act possible	0			
181	No. of drive cycs where brake ovrd accelerator act occurred	0			
182	Number of trips since time of misfire	0			
183	Number of warm-ups since dtcs cleared	1			
184	O2S trim circuit resist 11 - NTK sensor	0	0	0	ohm
185	O2S trim circuit resist 21 - NTK sensor	0	0	0	ohm
186	O2S11 (Heated Exhaust Gas Oxygen Sensor (bank 1 sensor 1)) is active (Sensor does not have an open circuit).	Active			
187	O2S11 (Heated Exhaust Gas Oxygen Sensor (bank 1 sensor 1)) is warm and ready for operation.	Yes			
188	O2S11 (Heated Exhaust Gas Oxygen Sensor (bank 1 sensor 1)) sensor impedance is expressed as a voltage.	1	0	5	V
189	O2S11 (Heated Exhaust Gas Oxygen Sensor (bank 1 sensor 1)) status	No Fault			
190	O2S21 (Heated Exhaust Gas Oxygen Sensor (bank 2 sensor 1)) is warm and ready for operation.	Yes			
191	O2S21 (Heated Exhaust Gas Oxygen Sensor (bank 2 sensor 1)) sensor impedance is expressed as a voltage.	0.98	0	5	V
192	O2S21 (Heated Exhaust Gas Oxygen Sensor (bank 2 sensor 1)) status	No Fault			
193	OSC of torque converter	Trans Control			
194	Output Shaft Speed (OSS) reliable	No Fault			
195	Oxygen sensor monitor evaluated	No			
196	PCM controls air fuel to check the status of O2S11 (Heated Exhaust Gas Oxygen Sensor (bank 1 sensor 1)).	No			
197	PCM controls air fuel to check the status of O2S21 (Heated Exhaust Gas Oxygen Sensor (bank 2 sensor 1)).	No			
198	PTO idle speed request signal	0	0	20	V
199	PTO indicator lamp fault	No Fault			
200	Park output status	OFF			
201	Power Take-Off (PTO) indicator lamp	OFF			
202	Power Take-Off (PTO) request status	OFF			
203	Power Take-Off (PTO) request switch 2	Low			
204	Rear O2 fuel trim (bank 1)	2.87	-10	10	%
205	Rear O2 fuel trim (bank 2)	2.87	-10	10	%
206	Reference Voltage	5.02	4	6	V
207	Reverse control lamp status	No Fault			
208	SSPCA status	No Fault			
209	SSPCB status	No Fault			
210	SSPCC status	No Fault			

211	SSPCD status	No Fault			
212	SSPCE status	No Fault			
213	Shift RPM drop in ISS below expected	0	0	0	RPM
214	Shift RPM rise in ISS above expected	0	0	0	RPM
215	Shift Solenoid (SS) Pressure Control A	1	0	1	A
216	Shift Solenoid (SS) Pressure Control B	0	0	1	A
217	Shift Solenoid (SS) Pressure Control C	0	0	1	A
218	Shift Solenoid (SS) Pressure Control D	1	0	1	A
219	Shift Solenoid (SS) Pressure Control E	1	0	1	A
220	Shift ident of shift PIDs lag, time, flare and drop	N/A			
221	Shift time elapsed fr 10-90% of complete	0	0	0	s
222	Shift time elapsed fr comded to 10% comp	0	0	0	s
223	Short Term Fuel Trim 1	15.62	-25	35	%
224	Short term air flow trim before Keep Alive Memory (KAM) learnt (LBM/min)	2.84			
225	Short term fuel trim 2	13.28	-25	35	%
226	Spark Advance	14.5	-10	60	°
227	Starter Motor Relay Enable	Disabled			
228	TCC at time of misfire	No			
229	TFT status	No Fault			
230	TPS 1 learnt offset	7.12	6	8	°
231	TPS 2 learnt offset	6.62	5	7	°
232	TR input allowing engine start	Yes			
233	The distance travelled since the mil was activated.	0.00	0	0	miles
234	Throttle Position	CT			
235	Throttle Position Sensor 1	4.23	0	5	V
236	Throttle Position Sensor 2	0.92	0	5	V
237	Throttle angle at time of misfire	5.05	4	6	%
238	Throttle angle offset has learnt	Yes			
239	Throttle position (%)	15.29	0	100	%
240	Throttle position sensor status	No Fault			
241	Tire Size (rev/mile)	632	500	700	REV/MILE
242	Torque Converter Clutch (TCC) Solenoid	0.00	0	130	psi
243	Torque Converter Clutch (TCC) fault	No Fault			
244	Torque control requested	Engine Speed Desired			
245	Torque converter slip actual	39.5	-100	2000	RPM
246	Torque converter slip desired	1020	0	2000	RPM

247	Total time ECU has been active	00:00			
248	Total vehicle distance	0.00	0	0	miles
249	Transmission Fluid Temperature 1	2.26	0	5	V
250	Transmission Fluid Temperature 2	102.88	-4	248	°F
251	Transmission Range 1	118.66	0	150	Hz
252	Transmission Range 2	Park			
253	Transmission Range 3	10.73	0	100	%
254	Transmission Range (TR) status	No Fault			
255	Transmission control indicator lamp	OFF			
256	Transmission control switch pressed	No			
257	Transmission control switch requested state	OFF			
258	Transmission in gear at time of misfire	No			
259	Transmission slip ratio	0.95	0	5	:1
260	Transmission supply voltage control state	ON			
261	Turbine Shaft Speed (TSS) reliable	No Fault			
262	Vehicle Speed	0.00	0	80	mph
263	Vehicle speed at time of misfire	0.00	0	0	mph
264	Vehicle speed output status	No Fault			