



# OBD II VEHICLE DIAGNOSTIC REPORT



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Motto: Scanning with EASE PC prof. Scan Tool

Technician: al

Owner: n/a

Manufacturer: MFD.BY: TOYOTA MOTOR Manufacturing, CANADA, INC. License: n/a

Make: Toyota Car

Engine: 1.8L (L4) VI A/TM:-03A/A246E

Model: Matrix XR , Pass. CAR

M. Year: 2007 (ZZE-132L-DHPNKA)

VIN: 2T1KR32E27C66...

PCM VIN: 2T1KR32E27C66...

## MIL Status

Capture Number: 1

Captured: 1/23/2008 1:00:28 PM

| Mil Status |
|------------|
| MIL ON     |

## Stored DTCs

Capture Number: 1

Captured: 1/23/2008 1:00:28 PM

| Time        | Module | DTC   | Type | DTCDescription          |
|-------------|--------|-------|------|-------------------------|
| 12:59:01 PM | 10     | P0505 | DTC  | Idle Air Control System |

## Pending DTCs

Capture Number: 1

Captured: 1/23/2008 1:00:28 PM

| Time         | Module | DTC   | DTCDescription          |
|--------------|--------|-------|-------------------------|
| Pre-existing | 10     | P0505 | Idle Air Control System |

## Freeze Frame Data

Freeze Frame Number: 1

Recorded: 12:58:48 PM

Freeze Frame DTC: P0505 - Idle Air Control System

| Parameter                 | Value  | Units |
|---------------------------|--------|-------|
| Fuel System 2 Status (FF) | UNUSED |       |

Freeze Frame Number: 1 Recorded: 12:58:48 PM

Freeze Frame DTC: P0505 - Idle Air Control System

| Parameter                         | Value     | Units   |
|-----------------------------------|-----------|---------|
| Fuel System 1 Status (FF)         | CLSD LOOP |         |
| Calculated Load (FF)              | 16.9      | %       |
| Engine Coolant Temp (FF)          | 84.0      | °C      |
| Short Term Fuel Trim B1 (FF)      | 1.6       | %       |
| Long Term Fuel Trim B1 (FF)       | 5.5       | %       |
| Engine RPM (FF)                   | 990.5     | RPM     |
| Vehicle Speed (FF)                | 0         | km/h    |
| Ignition Timing Adv - #1 Cyl (FF) | 14.0      | Deg     |
| Intake Air Temp (FF)              | 12.0      | °C      |
| Air Flow Rate MAF Sensor (FF)     | 0.39      | lb/min_ |
| Air Flow Rate MAF Sensor (FF)     | 2.96      | gm/s_   |
| Absolute Throttle Position (FF)   | 14.9      | %       |

## I/M Readiness Status

Capture Number: 1 Captured: 1/23/2008 1:00:28 PM

| Monitor              | Available | Status |
|----------------------|-----------|--------|
| Misfire              |           |        |
| Fuel System          |           |        |
| Component            |           |        |
| Catalyst             |           |        |
| Heated Catalyst      |           |        |
| Evaporative System   |           |        |
| Secondary Air System |           |        |
| A/C System           |           |        |
| Oxygen Sensor        |           |        |
| Oxygen Sensor Heater |           |        |
| EGR System           |           |        |

## Results of On-board Oxygen Sensor Monitoring Tests

Capture Number: 1 Captured: 1/23/2008 1:02:43 PM

| O2 Test Parameter                               | B1-S1 | B1-S2 |  |  | Unit |
|-------------------------------------------------|-------|-------|--|--|------|
| Lean to rich sensor switch time                 | -     | -     |  |  | Sec. |
| Minimum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |
| Lean to rich sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| High sensor voltage for switch time calculation | N/A   | N/A   |  |  | Volt |
| Rich to lean sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| Low sensor voltage for switch time calculation  | N/A   | N/A   |  |  | Volt |
| Time between sensor transitions                 | N/A   | N/A   |  |  | Sec. |
| Rich to lean sensor switch time                 | N/A   | N/A   |  |  | Sec. |
| Maximum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |
| Lean to rich sensor switch time                 | N/A   | N/A   |  |  | Sec. |

Capture Number: 1      Captured: 1/23/2008 1:02:43 PM

| O2 Test Parameter                               | B1-S1 | B1-S2 |  |  | Unit |
|-------------------------------------------------|-------|-------|--|--|------|
| Minimum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |
| Lean to rich sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| High sensor voltage for switch time calculation | N/A   | N/A   |  |  | Volt |
| Rich to lean sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| Low sensor voltage for switch time calculation  | N/A   | N/A   |  |  | Volt |
| Time between sensor transitions                 | N/A   | N/A   |  |  | Sec. |
| Rich to lean sensor switch time                 | N/A   | N/A   |  |  | Sec. |
| Maximum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |

Capture Number: 2      Captured: 1/23/2008 1:03:19 PM

| O2 Test Parameter                               | B1-S1 | B1-S2 |  |  | Unit |
|-------------------------------------------------|-------|-------|--|--|------|
| Lean to rich sensor switch time                 | N/A   | N/A   |  |  | Sec. |
| Minimum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |
| Lean to rich sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| High sensor voltage for switch time calculation | N/A   | N/A   |  |  | Volt |
| Rich to lean sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| Low sensor voltage for switch time calculation  | N/A   | N/A   |  |  | Volt |
| Time between sensor transitions                 | N/A   | N/A   |  |  | Sec. |
| Rich to lean sensor switch time                 | N/A   | N/A   |  |  | Sec. |
| Maximum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |
| Lean to rich sensor switch time                 | N/A   | N/A   |  |  | Sec. |
| Minimum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |
| Lean to rich sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| High sensor voltage for switch time calculation | N/A   | N/A   |  |  | Volt |
| Rich to lean sensor threshold voltage           | N/A   | N/A   |  |  | Volt |
| Low sensor voltage for switch time calculation  | N/A   | N/A   |  |  | Volt |
| Time between sensor transitions                 | N/A   | N/A   |  |  | Sec. |
| Rich to lean sensor switch time                 | N/A   | N/A   |  |  | Sec. |
| Maximum sensor voltage for test cycle           | N/A   | 0.00  |  |  | Volt |

Toyota  
**MODE \$06 TEST RESULTS**

Capture Number: 1      Captured: 1/23/2008 1:02:07 PM

| TID  | TLT | CID  | Application/Test                 | Component                                 | Value         | Results | Limit         | Units |
|------|-----|------|----------------------------------|-------------------------------------------|---------------|---------|---------------|-------|
| \$01 | MIN | \$01 | Catalyst                         | UNDOCUMENTED TLT 1 CID \$01               | 255 (\$00FF)  | PASS    | 0 (\$0000)    | #     |
| \$02 | MIN | \$05 | EVAP                             | UNDOCUMENTED TLT 1 CID \$05               | 255 (\$00FF)  | PASS    | 128 (\$0080)  | #     |
| \$02 | MIN | \$06 | EVAP                             | UNDOCUMENTED TLT 1 CID \$06               | 236 (\$00EC)  | PASS    | 128 (\$0080)  | #     |
| \$02 | MIN | \$07 | EVAP                             | UNDOCUMENTED TLT 1 CID \$07               | 255 (\$00FF)  | PASS    | 128 (\$0080)  | #     |
| \$02 | MIN | \$08 | EVAP                             | UNDOCUMENTED TLT 1 CID \$08               | 229 (\$00E5)  | PASS    | 128 (\$0080)  | #     |
| \$02 | MIN | \$0B | EVAP                             | UNDOCUMENTED TLT 1 CID \$0B               | 255 (\$00FF)  | PASS    | 128 (\$0080)  | #     |
| \$02 | MIN | \$0C | EVAP                             | UNDOCUMENTED TLT 1 CID \$0C               | 255 (\$00FF)  | PASS    | 128 (\$0080)  | #     |
| \$02 | MIN | \$0D | EVAP                             | UNDOCUMENTED TLT 1 CID \$0D               | 128 (\$0080)  | PASS    | 128 (\$0080)  | #     |
| \$02 | MIN | \$01 | FUEL TANK PRESSURE MONITOR: EVAP | MALFUNCTION LEAK FROM FUEL TANK           | 3.6 (\$008F)  | PASS    | 2.9 (\$0080)  | mm Hg |
| \$02 | MIN | \$02 | FUEL TANK PRESSURE MONITOR: EVAP | MALFUNCTION LEAK FROM CANISTER PURGE LINE | 23.3 (\$00FF) | PASS    | 11.7 (\$0080) | mm Hg |

Capture Number: 1

Captured: 1/23/2008 1:02:07 PM

|      |     |      |                                  |                                            |                 |      |                 |       |
|------|-----|------|----------------------------------|--------------------------------------------|-----------------|------|-----------------|-------|
| \$02 | MIN | \$03 | FUEL TANK PRESSURE MONITOR: EVAP | MALFUNCTION FOR VSV FOR EVAP               | 21.0 (\$00E5)   | PASS | 11.7 (\$0080)   | mm Hg |
| \$02 | MIN | \$04 | FUEL TANK PRESSURE MONITOR: EVAP | MALFUNCTION FOR VSV VAPOR PRESS SENSOR     | 21.0 (\$00E5)   | PASS | 11.7 (\$0080)   | mm Hg |
| \$02 | MIN | \$01 | VACUUM MONITOR: EVAP             | MALFUNCTION FOR VSV IN EVAP                | 13.1 (\$008F)   | PASS | 11.7 (\$0080)   | mm Hg |
| \$02 | MIN | \$02 | VACUUM MONITOR: EVAP             | MALFUNCTION FOR CCV & VSV FOR BYPASS VALVE | 8.7 (\$00FF)    | PASS | 2.9 (\$0080)    | mm Hg |
| \$02 | MIN | \$01 | VACUUM MONITOR,LEV II: EVAP      | MALFUNCTION FOR VSV FOR EVAP               | 13.1 (\$008F)   | PASS | 11.7 (\$0080)   | mm Hg |
| \$02 | MIN | \$02 | VACUUM MONITOR,LEV II: EVAP      | MALFUNCTION FOR CCV                        | 8.7 (\$00FF)    | PASS | 2.9 (\$0080)    | mm Hg |
| \$06 | MAX | \$01 | Air Fuel Ratio Sensor            | UNDOCUMENTED TLT 0 CID \$01                | 0 (\$0000)      | PASS | 65535 (\$FFFF)  | #     |
| \$06 | MAX | \$02 | Air Fuel Ratio Sensor            | UNDOCUMENTED TLT 0 CID \$02                | 59 (\$003B)     | PASS | 92 (\$005C)     | #     |
| \$06 | MIN | \$02 | Air Fuel Ratio Sensor            | UNDOCUMENTED TLT 1 CID \$02                | 59 (\$003B)     | PASS | 26 (\$001A)     | #     |
| \$08 | MIN | \$01 | THERMOSTAT: Thermostat Monitor   | MALFUNCTION FOR THERMOSTAT                 | 75.000 (\$00B8) | PASS | 75.000 (\$00B8) | °C    |

## Snap Shot Data

Snapshot F2 (Red) Number: 1

Recorded: 01:01:49 PM

| Description                | Value     | Units |
|----------------------------|-----------|-------|
| Emission Related DTC Count | 1         |       |
| Fuel System 1 Status       | CLSD LOOP |       |
| Calculated Load            | 15.3      | %     |
| Engine Coolant Temp        | 94.0      | °C    |
| Short Term Fuel Trim B1    | 4.7       | %     |
| Long Term Fuel Trim B1     | 5.4       | %     |
| Engine RPM                 | 1082.8    | RPM   |
| Intake Air Temp            | 13.0      | °C    |
| Air Flow Rate MAF Sensor   | 3.01      | gm/s_ |
| Short Term Fuel Trim B1/S2 | 0.6       | %     |
| O2 Sensor Out Volts B1/S2  | 0.63      | V     |

Snapshot F2 (Red) Number: 2

Recorded: 01:05:21 PM

| Description                | Value     | Units |
|----------------------------|-----------|-------|
| Emission Related DTC Count | 1         |       |
| Fuel System 1 Status       | CLSD LOOP |       |
| Calculated Load            | 15.3      | %     |
| Engine Coolant Temp        | 95.0      | °C    |
| Short Term Fuel Trim B1    | 7.0       | %     |
| Long Term Fuel Trim B1     | 5.4       | %     |
| Engine RPM                 | 1074.0    | RPM   |
| Vehicle Speed              | 0         | km/h  |
| Intake Air Temp            | 13.0      | °C    |
| Air Flow Rate MAF Sensor   | 2.98      | gm/s_ |
| Short Term Fuel Trim B1/S2 | 0.6       | %     |
| O2 Sensor Out Volts B1/S2  | 0.63      | V     |

Snapshot F3 (Yellow) Number: 1

Recorded: 01:05:39 PM

| Description | Value | Units |
|-------------|-------|-------|
|-------------|-------|-------|

**Snapshot F3 (Yellow) Number: 1****Recorded: 01:05:39 PM**

| Description                | Value | Units |
|----------------------------|-------|-------|
| Short Term Fuel Trim B1    | 6.2   | %     |
| Long Term Fuel Trim B1     | 5.4   | %     |
| Short Term Fuel Trim B1/S2 | 0.6   | %     |

**Snapshot F3 (Yellow) Number: 2****Recorded: 01:05:44 PM**

| Description                | Value | Units |
|----------------------------|-------|-------|
| Short Term Fuel Trim B1    | 7.0   | %     |
| Long Term Fuel Trim B1     | 5.4   | %     |
| Short Term Fuel Trim B1/S2 | 0.6   | %     |

**Snapshot F4 (Green) Number: 1****Recorded: 01:05:48 PM**

| Description                | Value | Units |
|----------------------------|-------|-------|
| Short Term Fuel Trim B1    | 6.2   | %     |
| Long Term Fuel Trim B1     | 5.4   | %     |
| Short Term Fuel Trim B1/S2 | 0.6   | %     |

**Snapshot F5 (Blue) Number: 1****Recorded: 01:05:50 PM**

| Description                                     | Value   | Units |
|-------------------------------------------------|---------|-------|
| Number of emission related DTC                  | 1       |       |
| FUEL SYS #2                                     | UNUSED  |       |
| FUEL SYS #1                                     | CL      |       |
| CALC Load                                       | 16.1    | %     |
| Coolant Temp                                    | 96      | °C    |
| Long FT #1                                      | 5.4     | %     |
| Engine SPD                                      | 1014.0  | RPM   |
| Vehicle SPD                                     | 0       | km/h  |
| IGN Advance                                     | 14.0    | Deg   |
| Intake Air                                      | 13      | °C    |
| AFS B1 S2                                       | 3.13    | V     |
| AFS B1 S1                                       | 3.2980  | V     |
| AF FT B1 S1                                     | 0.99891 |       |
| Accelerator POS No.2                            | 1.68    | V     |
| Accelerator POS No.1                            | 0.80    | V     |
| Fail Safe Drive                                 | OFF     |       |
| Electromagnetic Clutch Current                  | 0.000   | A     |
| ETCS Actuator Power                             | ON      |       |
| Accelerator Fully Closed Learning Value         | 0.80    | V     |
| Cruise Control Main Switch-Ready (Main CPU)     | OFF     |       |
| Cruise Control Main Switch-Indicator (Main CPU) | OFF     |       |
| Cancel Switch                                   | OFF     |       |
| # Codes                                         | 1       |       |
| Injector                                        | 2.4     | ms    |
| FC TAU                                          | OFF     |       |
| FC IDL                                          | OFF     |       |

| Description              | Value | Units |
|--------------------------|-------|-------|
| A/C SIG                  | OFF   |       |
| Cylinder #4 Misfire rate | 0     | %     |
| Cylinder #3 Misfire rate | 0     | %     |
| Cylinder #2 Misfire rate | 0     | %     |
| Cylinder #1 Misfire rate | 0     | %     |
| IGNITION                 | 345   |       |
| AS Test                  | COMPL |       |
| 40 CYCLES                | COMPL |       |
| Intake CTL VSV1          | OFF   |       |
| INTK Air CTL VSV         | OFF   |       |
| Fuel Pump                | ON/H  |       |
| Fuel Press Up VSV        | OFF   |       |
| Fuel pump relay          | OFF   |       |
| EVAP VSV                 | OFF   |       |
| Boost Press VSV          | OFF   |       |
| Air bleed                | OFF   |       |
| Idle up VSV              | OFF   |       |
| A/C Cut SIG              | OFF   |       |
| AF2 Test                 | COMPL |       |
| AF1 Test                 | COMPL |       |
| Low                      | OFF   |       |
| Kick Down SW             | OFF   |       |
| Drive                    | OFF   |       |
| 4th(M)/Drive             | OFF   |       |
| 3rd                      | OFF   |       |
| 2nd                      | OFF   |       |

## Vehicle Notes

Matrix XR (ZZE-132)

## Exhaust Gas Analyzer Minimum/Maximum Values

|          | HC (ppm) | CO (%) | CO2 (%) | O2 (%) | NOx (ppm) | AF (:1) | L   |
|----------|----------|--------|---------|--------|-----------|---------|-----|
| Minimum: | N/A      | N/A    | N/A     | N/A    | N/A       | N/A     | N/A |
| Maximum: | N/A      | N/A    | N/A     | N/A    | N/A       | N/A     | N/A |