# Diagnostic Report

Created by OBDLink - OBD Solutions www.obdsoftware.net

**Date:** 21.2.2024 13.50.14

**VIN:**
**Manufacturer:** BMW
**Model:**
**Year:**

## Monitor Status Report

### ECU 7E0

| Name | Continuous | Status |
|---|---|---|
| Misfire | Yes | ECU has completed this test |
| Fuel System | Yes | ECU has completed this test |
| Comprehensive Component | Yes | ECU has completed this test |
| Catalyst | No | ECU has completed this test |

| | | |
|---|---|---|
| Heated Catalyst | No | ECU does not support this test |
| Evap System | No | ECU does not support this test |
| Secondary Air System | No | ECU does not support this test |
| Gasoline Particulate Filter | No | ECU does not support this test |
| Oxygen Sensor | No | ECU has completed this test |
| Oxygen Sensor Heater | No | ECU has completed this test |
| EGR and/or VVT System | No | ECU does not support this test |

### TCM-TransmisCtrl

| Name | Continuous | Status |
|---|---|---|
| Misfire | Yes | ECU does not support this test |
| Fuel System | Yes | ECU does not support this test |
| Comprehensive Component | Yes | ECU has completed this test |
| Catalyst | No | ECU does not support this test |
| Heated Catalyst | No | ECU does not support this test |
| Evap System | No | ECU does not support this test |
| Secondary Air System | No | ECU does not support this test |

| | | |
|---|---|---|
| Gasoline Particulate Filter | No | ECU does not support this test |
| Oxygen Sensor | No | ECU does not support this test |
| Oxygen Sensor Heater | No | ECU does not support this test |
| EGR and/or VVT System | No | ECU does not support this test |

MIL Off
Number of Confirmed Codes: 1
Readiness Standard: None

**This vehicle is not ready for emissions testing.**

**Reason**

- ECU 7E0
  - Confirmed trouble codes have been detected

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# Trouble Code Report

| ECU | Code | Type | Status | UDS Status | Description |
|---|---|---|---|---|---|
| ECU 7E0 | P0175 | PowerTrain | Confirmed | N/A | System Too Rich |

## Additional Information

| Description | Value | Units |
|---|---|---|
| Malfunction indicator lamp (MIL) status | Off | |

| | | |
|---|---|---|
| Freeze frame DTC | P0175 | |
| Distance traveled while MIL is activated | 2 | km |
| Number of warm-ups since DTCs cleared | 20 | |
| Distance traveled since DTCs cleared | 363 | km |

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# Mode $01 - Powertrain Diagnostic Data

| PID | Description | Value | Units |
|---|---|---|---|
| SAE 0x03 | Fuel system 1 status | 4 | |
| SAE 0x03 | Fuel system 2 status | 4 | |
| SAE 0x04 | Calculated load value | 4,71 | % |
| SAE 0x05 | Engine coolant temperature | 98 | °C |
| SAE 0x06 | Short term fuel % trim - Bank 1 | 0 | % |
| SAE 0x07 | Long term fuel % trim - Bank 1 | 2,34 | % |
| SAE 0x08 | Short term fuel % trim - Bank 2 | 0 | % |
| SAE 0x09 | Long term fuel % trim - Bank 2 | 0 | % |
| SAE 0x0C | Engine RPM | 0 | RPM |

| | | | |
|---|---|---|---|
| SAE 0x0D | Vehicle speed | 0 | km/h |
| SAE 0x0E | Ignition timing advance for #1 cylinder | -6,5 | deg |
| SAE 0x0F | Intake air temperature | 47 | °C |
| SAE 0x10 | Mass air flow rate | 0 | g/s |
| SAE 0x11 | Absolute throttle position | 16,47 | % |
| SAE 0x13 | Location of oxygen sensors | 51 | |
| SAE 0x15 | O2 voltage (Bank 1, Sensor 2) | 0,415 | V |
| SAE 0x15 | Short term fuel trim (Bank 1, Sensor 2) | 99,219 | % |
| SAE 0x19 | O2 voltage (Bank 2, Sensor 2) | 0,415 | V |
| SAE 0x19 | Short term fuel trim (Bank 2, Sensor 2) | 99,219 | % |
| SAE 0x1C | OBD requirements to which vehicle or engine is certified | 6 | |
| SAE 0x1F | Time since engine start | 0 | sec |
| SAE 0x21 | Distance traveled while MIL is activated | 2 | km |
| SAE 0x23 | Fuel rail pressure | 105,88 | psi |
| SAE 0x2C | Commanded EGR | 4,71 | % |
| SAE 0x2D | EGR error | 0 | % |
| SAE 0x2E | Commanded evaporative purge | 0 | % |

| | | | |
|---|---|---|---|
| SAE 0x2F | Fuel level input | 41,57 | % |
| SAE 0x30 | Number of warm-ups since DTCs cleared | 20 | |
| SAE 0x31 | Distance traveled since DTCs cleared | 363 | km |
| SAE 0x33 | Barometric pressure | 0,98 | bar |
| SAE 0x34 | O2 sensor lambda wide range (current probe) (Bank 1, Sensor 1) | 1 | |
| SAE 0x34 | O2 sensor current wide range (Bank 1, Sensor 1) | 0 | mA |
| SAE 0x38 | O2 sensor lambda wide range (current probe) (Bank 2, Sensor 1) | 1 | |
| SAE 0x38 | O2 sensor current wide range (Bank 2, Sensor 1) | 0 | mA |
| SAE 0x3C | Catalyst temperature (Bank 1 Sensor 1) | 242,3 | °C |
| SAE 0x3D | Catalyst temperature (Bank 2 Sensor 1) | 241,5 | °C |
| SAE 0x42 | Control module voltage | 11,78 | V |
| SAE 0x43 | Absolute load value | 39,22 | % |
| SAE 0x44 | Fuel/Air commanded equivalence ratio | 1 | |
| SAE 0x45 | Relative throttle position | 7,84 | % |
| SAE 0x46 | Ambient air temperature | 20 | °C |
| SAE 0x47 | Absolute throttle position B | 17,25 | % |

| | | | |
|---|---|---|---|
| SAE 0x49 | Accelerator pedal position D | 14,51 | % |
| SAE 0x4A | Accelerator pedal position E | 14,9 | % |
| SAE 0x4C | Commanded throttle actuator control | 16,86 | % |
| SAE 0x55 | Short term secondary oxygen sensor trim bank 1 | -0,78 | % |
| SAE 0x56 | Long term secondary oxygen sensor trim bank 1 | 7,03 | % |
| SAE 0x57 | Short term secondary oxygen sensor trim bank 2 | -0,78 | % |
| SAE 0x58 | Long term secondary oxygen sensor trim bank 2 | 12,5 | % |
| Aux 0x00 | Input voltage read by the scan tool | 12 | V |

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# Mode $02 - Freeze Frame

### First Occurrence

| Description | Value | Units |
|---|---|---|
| Freeze frame DTC | P0175 | |
| Fuel system 1 status | 2 | |

| | | |
|---|---|---|
| Fuel system 2 status | 2 | |
| Calculated load value | 30,98 | % |
| Engine coolant temperature | 40 | °C |
| Short term fuel % trim - Bank 1 | -2,34 | % |
| Long term fuel % trim - Bank 1 | 3,91 | % |
| Short term fuel % trim - Bank 2 | -30,47 | % |
| Long term fuel % trim - Bank 2 | 3,91 | % |
| Engine RPM | 803 | RPM |
| Vehicle speed | 5 | km/h |
| Ignition timing advance for #1 cylinder | 4 | deg |
| Intake air temperature | 15 | °C |
| Mass air flow rate | 6,35 | g/s |
| Absolute throttle position | 13,73 | % |
| Time since engine start | 85 | sec |
| Fuel rail pressure | 2301,75 | psi |
| Commanded evaporative purge | 0 | % |
| Fuel level input | 57,25 | % |

| | | |
|---|---|---|
| Barometric pressure | 1,01 | bar |
| Control module voltage | 14,24 | V |
| Absolute load value | 76,86 | % |
| Fuel/Air commanded equivalence ratio | 1 | |
| Relative throttle position | 3,92 | % |
| Ambient air temperature | -1 | °C |
| Absolute throttle position B | 14,12 | % |
| Accelerator pedal position D | 14,51 | % |
| Accelerator pedal position E | 14,51 | % |
| Commanded throttle actuator control | 3,53 | % |

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## Mode $05 - Oxygen Sensors

| Sensor | Available |
|---|---|
| Bank 1 - Sensor 1 | **Yes** |
| Bank 1 - Sensor 2 | **Yes** |

| | |
|---|---|
| Bank 1 - Sensor 3 | **No** |
| Bank 1 - Sensor 4 | **No** |
| Bank 2 - Sensor 1 | **Yes** |
| Bank 2 - Sensor 2 | **Yes** |
| Bank 2 - Sensor 3 | **No** |
| Bank 2 - Sensor 4 | **No** |

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## Mode $06 - On-Board Monitoring

| Component | Description | Value | Minimum | Maximum | Units | Result |
|---|---|---|---|---|---|---|
| $01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID $83 - Manufacturer Defined | 0 | 0 | 0,9 | | **Pass** |
| $02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID $01 - Rich to lean sensor threshold voltage (constant) | 0,6404 | 0 | 1,1 | V | **Pass** |
| $02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID $02 - Lean to rich sensor threshold voltage (constant) | 0,6404 | 0 | 1,1 | V | **Pass** |
| $02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID $07 - Minimum sensor voltage for test cycle (calculated) | 0 | 0 | 1,1 | V | **Pass** |
| $02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID $08 - Maximum sensor voltage for test cycle (calculated) | 0,9093 | 0 | 1,1 | V | **Pass** |

| | | | | | | |
|---|---|---|---|---|---|---|
| $02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID $81 - Manufacturer Defined | 0,039 | 0 | 0,9999 | | **Pass** |
| $05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID $83 - Manufacturer Defined | 0,04 | 0 | 0,9 | | **Pass** |
| $06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID $01 - Rich to lean sensor threshold voltage (constant) | 0,6404 | 0 | 1,1 | V | **Pass** |
| $06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID $02 - Lean to rich sensor threshold voltage (constant) | 0,6404 | 0 | 1,1 | V | **Pass** |
| $06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID $07 - Minimum sensor voltage for test cycle (calculated) | 0 | 0 | 1,1 | V | **Pass** |
| $06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID $08 - Maximum sensor voltage for test cycle (calculated) | 0,924 | 0 | 1,1 | V | **Pass** |
| $06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID $81 - Manufacturer Defined | 0,039 | 0 | 0,9999 | | **Pass** |
| $21 - Catalyst Monitor Bank 1 | TID $81 - Manufacturer Defined | 0,0312 | 0 | 1,0624 | | **Pass** |
| $22 - Catalyst Monitor Bank 2 | TID $81 - Manufacturer Defined | 0,0468 | 0 | 1,0624 | | **Pass** |
| $3D - Purge Flow Monitor | TID $81 - Manufacturer Defined | 0 | 0 | 0 | | **Pass** |
| $3D - Purge Flow Monitor | TID $82 - Manufacturer Defined | 0 | 0 | 0 | | **Pass** |
| $3D - Purge Flow Monitor | TID $83 - Manufacturer Defined | 0 | 0 | 0 | mg/ stroke | **Pass** |
| $41 - Exhaust Gas Sensor Heater Monitor Bank 1 – Sensor 1 | TID $85 - Manufacturer Defined | 779,9 | 680 | 2047,9 | °C | **Pass** |

| | | | | | | |
|---|---|---|---|---|---|---|
| $42 - Exhaust Gas Sensor Heater Monitor Bank 1 – Sensor 2 | TID $81 - Manufacturer Defined | 457 | 0 | 5000 | | **Pass** |
| $45 - Exhaust Gas Sensor Heater Monitor Bank 2 – Sensor 1 | TID $85 - Manufacturer Defined | 780,3 | 680 | 2047,9 | °C | **Pass** |
| $46 - Exhaust Gas Sensor Heater Monitor Bank 2 – Sensor 2 | TID $81 - Manufacturer Defined | 569 | 0 | 5000 | | **Pass** |
| $A2 - Misfire Cylinder 1 Data | TID $0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 7 | 0 | 65535 | counts | **Pass** |
| $A2 - Misfire Cylinder 1 Data | TID $0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 6 | 0 | 65535 | counts | **Pass** |
| $A3 - Misfire Cylinder 2 Data | TID $0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 5 | 0 | 65535 | counts | **Pass** |
| $A3 - Misfire Cylinder 2 Data | TID $0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 1 | 0 | 65535 | counts | **Pass** |
| $A4 - Misfire Cylinder 3 Data | TID $0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 1 | 0 | 65535 | counts | **Pass** |
| $A4 - Misfire Cylinder 3 Data | TID $0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 4 | 0 | 65535 | counts | **Pass** |
| $A5 - Misfire Cylinder 4 Data | TID $0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 1 | 0 | 65535 | counts | **Pass** |
| $A5 - Misfire Cylinder 4 Data | TID $0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 0 | 0 | 65535 | counts | **Pass** |
| $A6 - Misfire Cylinder 5 Data | TID $0C - Misfire counts for last/current driving cycles | 5 | 0 | 65535 | counts | **Pass** |

| | | | | | | |
|---|---|---|---|---|---|---|
| | (calculated, rounded to an integer value) | | | | | |
| $A6 - Misfire Cylinder 5 Data | TID $0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 1 | 0 | 65535 | counts | **Pass** |
| $A7 - Misfire Cylinder 6 Data | TID $0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 6 | 0 | 65535 | counts | **Pass** |
| $A7 - Misfire Cylinder 6 Data | TID $0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 48 | 0 | 65535 | counts | **Pass** |

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# Mode $09 - Vehicle Information

## General Information

| Description | Value |
|---|---|
| Vehicle Identification Number | |
| Calibration ID - ECU 7E0 | 7611396 |
| Calibration ID - ECU 7E0 | 7611465 |
| Calibration ID - TCM-TransmisCtrl | 7591971 |
| Calibration ID - TCM-TransmisCtrl | 7576836 |
| Calibration Verification Number - TCM-TransmisCtrl | FE4CC249 |

| | |
|---|---|
| Calibration Verification Number - TCM-TransmisCtrl | 0000E6EB |
| Calibration Verification Number - ECU 7E0 | E7ED6C62 |
| Calibration Verification Number - ECU 7E0 | 643A2B4B |

## In-Performance Tracking

| ECU | Counter | Description | Value |
|---|---|---|---|
| ECU 7E0 | 0x00 | OBD Monitoring Conditions Encountered Counts | 3561 |
| ECU 7E0 | 0x01 | Ignition Cycle Counter | 28409 |
| ECU 7E0 | 0x02 | Catalyst Monitor Completion Counts Bank 1 | 1675 |
| ECU 7E0 | 0x03 | Catalyst Monitor Conditions Encountered Counts Bank 1 | 3190 |
| ECU 7E0 | 0x04 | Catalyst Monitor Completion Counts Bank 2 | 1616 |
| ECU 7E0 | 0x05 | Catalyst Monitor Conditions Encountered Counts Bank 2 | 3121 |
| ECU 7E0 | 0x06 | O2 Sensor Monitor Completion Counts Bank 1 | 2588 |
| ECU 7E0 | 0x07 | O2 Sensor Monitor Conditions Encountered Counts Bank 1 | 3238 |
| ECU 7E0 | 0x08 | O2 Sensor Monitor Completion Counts Bank 2 | 2451 |
| ECU 7E0 | 0x09 | O2 Sensor Monitor Conditions Encountered Counts Bank 2 | 3138 |
| ECU 7E0 | 0x0A | EGR and/or VVT Monitor Completion Condition Counts | 27493 |
| ECU 7E0 | 0x0B | EGR and/or VVT Monitor Conditions Encountered Counts | 3561 |