



Report Number : TD1732063154

Date Created : 2024-11-19

# Diagnostic Report

Plate Number:

Model: Mustang

Distance Traveled: 132834.61449 Miles

Sub Model: 2.3L

Vehicle Software Version: V3.20

VIN: 1FA6P8TH5F5412129

Customer:

Ticket No.:

Make: FORD

Year: 2015

Engine: EcoBoost - Gas Turbocharged Direct Injection

Diagnostic Time: 2024-11-19 18:39:49

Diagnostic Application Version: V4.85.001

Diagnostic Scan Path: Automatic/FORD/Mustang/  
EcoBoost - Gas Turbocharged Direct Injection/2.3L/  
2015/PCM(Powertrain Control Module)/Data stream

Phone Number of Customer:

## Data Stream Report(322)

### Powertrain Control Module

Name	Value	Unit	Reference Value
A/C(Air conditioning) Pressure Sensor Voltage	1.792	V	0-5
A/C(Air conditioning) clutch output fault detected.	No Fault		
A/C(Air conditioning) pressure sensor	153.74001	psi	0-435.11323
Absolute Load Value	16.078	%	
Absolute Throttle Position B	9.804	%	0-100
Acceleration value of cylinder 1	0		-2-2
Acceleration value of cylinder 2	-0.031		-2-2
Acceleration value of cylinder 3	-0.109		-2-2
Acceleration value of cylinder 4	0.141		-2-2



Accelerator Pedal Position(%)	0	%	0-100
Accelerator Pedal Position1	No Pedal		
Accelerator Pedal Position D	15.686	%	0-100
Accelerator Pedal Position E	7.451	%	0-100
Accelerator Pedal Position Sensor Status	No Fault		
Accelerator pedal position sensor 1	0.793	V	0-5
Accelerator pedal position sensor 2	0.388	V	0-5
Actual Exhaust B Camshaft Position Bank 1	-0.063	deg.	-10-60
Actual Intake A Camshaft Position Bank 1	0	deg.	-40-40
Actual Output Shaft Speed	0	RPM	0-5000
Actual Turbine Shaft Speed	694	RPM	0-5000
Adaptive Fuel table 1 Status	No Fault		
Air Conditioning Compressor Commanded State	Off		
Air Conditioning Compressor is being disabled due to Insufficient engine torque	No		
Air Conditioning Request Message Status	No Fault		
Air Conditioning Request Signal	No		
All OBD(On-Board Diagnostic) drive cycle monitors have completed.	Complete		
Ambient Air Temperature	68	°F	
Ambient Air Temperature Sensor Input Unreliable	No Fault		



Ambient Air Temperature	3.003	V	0-5
Sensor Voltage			
Axle Ratio Status of Central Vehicle Configuration	Data Valid or Not Used		
Barometric Pressure Unreliable	No Fault		
Barometric pressure	151.53	Hz	
Barometric pressure(Pressure)1	13.63355	psi	
Barometric pressure(Pressure)2	13.63355	psi	
Barometric pressure	3.749	V	0-5
Battery Positive Voltage	14.166	V	10-16
Brake Booster Pressure as Vacuum - Corrected	13.37393	psi	-14.50377-14.50377
Brake Pedal Position	Off		
Brake Pressure Applied	Off		
CMP(Camshaft position) and CKP(Crankshaft Position Sensor) Synchronized	Yes		
Camshaft Position Sensor Bank 1 Exhaust Status	No Fault		
Camshaft Position Sensor Bank 1 Intake Status	No Fault		
Canister Venting Status	No Fault		
Commanded Equivalence Ratio (Air to Fuel Mixture) Bank 1	15.216	:1	0-30
Commanded Evaporative Purge	40.784	%	0-100
Commanded Throttle Actuator Control	1.176	%	0-100



Commanded duty cycle for the O2S11(Heated Exhaust Gas Oxygen Sensor (bank 1, sensor 1)) heater output.	28.235	%	0-100
Comprehensive Components Monitor Evaluated	Yes		
Converter Pressure Control	50	mA	0-1000
Crank fueling disabled	No		
Crankcase Pressure (Gauge) - Measured	0.02669	psi	-1.45038-1.45038
Crankcase Pressure Sensor Circuit Input Is Currently Unreliable	No Fault		
Crankcase Pressure Sensor Circuit Input Voltage	3.815	V	0-5
Cylinder 1 Knock/Combustion Performance Counter	0		
Cylinder 2 Knock/Combustion Performance Counter	0		
Cylinder 3 Knock/Combustion Performance Counter	0		
Cylinder 4 Knock/Combustion Performance Counter	0		
Cylinder Head Temperature 2 Voltage	3.545	V	0-5
Cylinder Head Temperature Sensor 2	203	°F	-4-248
Cylinder Head Temperature Sensor 2 Status	No Fault		
DTC Count (includes those needing no action)	1		
DTC P2610 Was Set Because Engine Off Timer Did Not Agree with ECU Clock Hardware	No Fault		



DTC P2610 Was Set Because Engine Off Timer Did Not Agree with Inferred Engine Off Time	No Fault		
Desired Boost Pressure	13.97352	psi	0-29.87777
Desired Idle Speed RPM(Engine RPM)	700	RPM	500-2500
Distance Since Automatic Engine Idle Shutdown occurred	31.66999	mi.	
Distance Since Brake Override Accelerator Action occurred	652.34343	mi.	
Distance Since Diagnostic Trouble Codes Cleared	346.03039	mi.	
Downstream Closed Loop Input Error Bank 1	0.445	V	-1-1
Downstream Oxygen Sensor Fuel Control Disabled.	No		
EVAP(Evaporative Emission System) Monitor 0.020 Leak Check Complete	No		
EVAP(Evaporative Emission System) Monitor Soak Time Conditions Met	No		
Electronic Throttle Control Actual	1.307	deg.	0-100
Electronic Throttle Control Desired	1.271	deg.	0-100
Electronic Throttle Control Diagnostics code used for technical assistance	0		
Electronic Variable Air Compressor	0	%	0-100
Engine Coolant Temperature Status	No Fault		
Engine Cranking	Inactive		



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Engine Load At Time Of Misfire	50.415	%	
Engine Misfire currently detected	No		
Engine Mount Control -A-Duty Cycle - Commanded	100	%	0-100
Engine Off Soak Time Prior to Misfire	21:19:30		
Engine Oil Life Remaining	20	%	
Engine RPM(Engine RPM) At Time Of Misfire	1941.5	RPM	
Engine Revolutions Per Minute	702	RPM	0-5000
Engine Run Time	10:01		
Engine Running Time At Time Of Misfire	04:15		
Engine coolant temperature(Temperature)	195.8	°F	-4-248
Engine coolant temperature(Voltage)	0.586	V	0-5
Engine cooling fan operation	No Fault		
Engine load	22.353	%	0-100
Equivalence Ratio (Lambda) (Bank 1, Sensor 1)(Number)	1.003		-1-2
Equivalence Ratio (Lambda) (Bank 1, Sensor 1)(Ratio)	14.671	:1	0-30
Evaporative Emission Canister Purge Fault	No Fault		
Evaporative Emission Canister Purge Valve duty cycle	41.086	%	0-100
Evaporative Emission Canister Vent Valve(%)	0	%	0-100
Evaporative Emission Canister Vent Valve1	Off		



Evaporative Emission Monitor	Not Running		
Evaporative Emission Vapour Management Fault	No Fault		
Evaporative System Monitor Evaluated	Yes		
Exhaust B Camshaft Desired Minus Actual Bank 1	0	deg.	-50-50
Exhaust B Camshaft Position Duty Cycle Bank 1	0	%	0-100
Exhaust Gas Oxygen Sensor Current Bank 1 Sensor 1	-12	uA	-2500-2500
Exhaust Gas Recirculation System Evaluated	Yes		
Fan Control High Fault	No Fault		
Fan Control Low Fault	No Fault		
Fan control high speed	Off		
Fan control low speed	Off		
Firm Shift	Off		
Foot Brake - Foot brake state used by strategy	Off		
Fuel Level	9.02	%	0-100
Fuel Pump Fault	No Fault		
Fuel Rail Pressure(Pressure)	250.9153	psi	0-4641.2078
Fuel Rail Pressure(Voltage)	0.758	V	0-5
Fuel Rail Pressure Desired	256.71681	psi	0-2175.56616
Fuel Rail Pressure Transducer Status	No Fault		
Fuel Rail System Control Pressure Status	No Fault		



Fuel System Monitor Evaluated	Yes		
Fuel System Status (Open/ Closed Loop)	Closed Loop		
Fuel Tank Pressure(Pressure)	-0.09427	psi	-1.08778-1.08778
Fuel Tank Pressure(Voltage)	2.307	V	0-5
Fuel Tank Pressure Transducer Status	No Fault		
Fuel Tank Pressure displayed as inches of water	-2.514		-17-17
Fuel Volume Control Valve	1.135	%	0-100
Fuel Volume Control Valve Status	No Fault		
Fuel pump(Off/ On)	On		
Fuel pump(%)	35.623	%	0-100
Fuel pump monitor	40.994	%	0-120
Fuel system monitor completed this drive cycle	No		
Gear Command by Output State Control	1		
Gear Commanded	1		
Gear Ratio Commanded	4.171	:1	0-10
Gear Ratio Measured	5	:1	0-16
Generator Command	0	%	0-100
Generator Command Line Fault	No Fault		
Generator Current Sensor	30.563	A	0-120
Generator Current Sensor Circuit Input Voltage	0.996	V	0-5



Generator Current Sensor Corrected value	30.609	A	0-120
Generator Current Sensor Input Circuit Status	No Fault		
Generator Fault Indicator Lamp	Off		
Generator Fault Status	No Fault		
Generator Monitor	33.093	%	0-100
Generator Monitor Frequency	126.5	Hz	0-900
Generator Monitor Frequency Status	No Fault		
Generator Monitor Line Status	No Fault		
Generator Regulator indicating Missing Commands	No Fault		
Generator Regulator indicating Over Temperature	No Fault		
Generator Regulator receiving Invalid Commands	No Fault		
Generator Regulator reporting Electrical Fault	No Fault		
Generator Regulator reporting Mechanical Fault	No Fault		
Generator Voltage Desired	14.233	V	11-16
Grill Shutter A Position - Commanded(%)	100	%	0-100
Grill Shutter A Position - Commanded1	Open		
Grill Shutter A Position - Inferred	5.49	%	0-100
Grille Shutter A Actuator Fault - End Stop Not Found Or Found Where Not Expected	No Fault		



Grille Shutter A Is Blocked - Unable To Achieve The Commanded Position	No Fault		
Grille Shutter Module A - Indicates An Electrical Fault	No Fault		
Grille Shutter Module A - Indicates An Over Temperature Condition.	No Fault		
Grille Shutter Module A - Indicates An Under Voltage Condition	No Fault		
Heated Exhaust Gas Oxygen Sensor (bank 1, sensor 2)	0.249	V	0-1
Heated Exhaust Gas Oxygen Sensor Heater (bank 1, sensor 1)	On		
Heated Exhaust Gas Oxygen Sensor Heater (bank 1, sensor 2)	On		
Heated Exhaust Oxygen Sensor 11 Status	No Fault		
Heated Exhaust Oxygen Sensor Heater System Evaluated	Yes		
Heater Current Monitor for Heated Exhaust Oxygen Sensor 12	1.692	A	
Heater control for Heated Exhaust Oxygen Sensor 11 and Heated Exhaust Oxygen Sensor 21	On		
Heater control for Heated Exhaust Oxygen Sensor 12 and Heated Exhaust Oxygen Sensor 22	On		
Heater control for O2S11 Fault	No Fault		
Heater control for O2S12 Fault	No Fault		



High Resistance/Open In Generator, Battery or PCM Circuits	No Fault		
Idle Air Control	CTRL LEARN		
Ignition Key Status	On		
In Gear -Transmission is applying a load to engine	No		
Injector 1 Fault	No Fault		
Injector 1 Status	No Fault		
Injector 2 Fault	No Fault		
Injector 2 Status	No Fault		
Injector 3 Fault	No Fault		
Injector 3 Status	No Fault		
Injector 4 Fault	No Fault		
Injector 4 Status	No Fault		
Injector fault	No Fault		
Inlet Air Temperature Sensor Status	No Fault		
Instrument Cluster Status of Central Vehicle Configuration	Data Valid or Not Used		
Intake A Camshaft Desired Minus Actual Bank 1	-0.063	deg.	-50-50
Intake A Camshaft Position Duty Cycle Bank 1	0	%	0-100
Intake Air Temperature(Temperature)	129.2	°F	-22-248
Intake Air Temperature(Voltage)	1.276	V	0-5
Intake Air Temperature 2(Temperature)	140	°F	-4-300.2



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Intake Air Temperature 2(Voltage)	1.095	V	0-5
Intake Air Temperature Sensor 1 Input Unreliable	No Fault		
Key Position for Start Indicated	Off		
Knock Control Spark Adjustment	0	deg.	
Knock sensor 1	54		
Knock sensor 2	52		
Learned Knock/Combustion Performance Detection Rate	0	%	
Learned Relative Octane Adjustment	74.998	%	
Learned Value of Throttle Angle Offset	0.154	deg.	
Line Pressure Control (previously shown as PCA)	0	psi	0-499.94508
Line Pressure Control Desired	58.59525	psi	0-299.93804
Line Pressure Control Status (previously shown as PCA_F)	No Fault		
Line Pressure Control measured in current (previously shown as PCA_AMP)	949	mA	0-1000
Long term fuel trim 1	17.969	%	-35-35
Lost Communication with Grille Shutter Control Module 'A'	No Fault		
Low Engine Oil Pressure Switch	Not Low		
Low Side Fuel Pressure	91.95393	psi	0-199.862
Low Side Fuel Pressure Desired	85.28219	psi	0-200.00704



Low Side Fuel Pressure Voltage	3.501	V	0-5
Malfunction Indicator Lamp	Off		
Manifold Absolute Pressure Sensor Status	No Fault		
Manifold absolute pressure sensor(Pressure)	4.20609	psi	0-33.93883
Manifold absolute pressure sensor(Voltage)	0.557	V	0-5
Maximum Angle Difference between TP1(Throttle Position Sensor 1) sensor and TP2(Throttle Position Sensor 2) sensor	0	deg.	-1-1
Maximum Generator Current available at present conditions - Inferred	105	A	
Maximum angle difference between APP1 and APP2	0	deg.	-1-1
Measured Boost at Throttle Inlet Pressure Sensor	13.77539	psi	0-39.88538
Misfire Events During Latest Misfire Cycle	0		
Misfire Monitor Status	Enabled		
Misfire Profile Correction Learned	Yes		
Module supply voltage	13.973	V	9-16
Number Of Trips Since The Time Of Misfire	31		
Number Of Warm-ups Since DTCs(Diagnostic Trouble Codes) Cleared	24		
Number of Drive Cycles in which Automatic Engine Idle Shutdown Possible	196		



Number of Drive Cycles in which Brake Override Accelerator Action Possible	154		
Number of Drive Cycles where Automatic Engine Idle Shutdown Occurred	7		
Number of Drive Cycles where Brake Override Accelerator Action Occurred	0		
O2S11(Heated Exhaust Gas Oxygen Sensor (bank 1, sensor 1)) Status	No Fault		
O2S11(Heated Exhaust Gas Oxygen Sensor (bank 1, sensor 1)) is warm and ready to operate.	Yes		
O2S11(Heated Exhaust Gas Oxygen Sensor (bank 1, sensor 1)) sensor impedance is expressed as a voltage.	1.019	V	0-5
Output Shaft Speed Reliable	No Fault		
Output State Control of Torque Converter	Trans Control		
Oxygen Sensor Monitor Evaluated	Yes		
Oxygen Sensor Trim Circuit Resistance 11 - NTK sensor	0	ohm	
PCM(Powertrain Control Module) control of air fuel to check O2S11(Heated Exhaust Gas Oxygen Sensor (bank 1, sensor 1)) status.	No		
Power Pack State	Like KOER - Power Pack Available		
Rear O2 Fuel Trim - Bank 1	-1.27	%	-10-10
Reason for DTC P2610 is the loss of communication with the module that provides Engine Off Time	No Fault		



Reference Voltage	5.014	V	4-6
SSPCA(Shift Solenoid Pressure Control A) Status	No Fault		
SSPCB(Shift Solenoid Pressure Control B) Status	No Fault		
SSPCC(Shift Solenoid Pressure Control C) Status	No Fault		
SSPCD(Shift Solenoid Pressure Control D) Status	No Fault		
SSPCE(Shift Solenoid Pressure Control E) Status	No Fault		
Security Access type Timed / Coded	Coded		
Select Shift Transmission - Down Switch Input	HIGH		
Select Shift Transmission - Up Switch Input	HIGH		
Shift Identification of Shift PID(Parameter Identification) Lag, Time, Flare and Drop.	N/A		
Shift RPM Drop in Input Shaft Speed Below Expected	0	RPM	
Shift RPM Rise in Input Shaft Speed Above Expected	0	RPM	
Shift Solenoid Pressure Control A(Current)	188	mA	0-1000
Shift Solenoid Pressure Control A(Pressure)	3.77098	psi	0-129.95381
Shift Solenoid Pressure Control B(Current)	799	mA	0-1000
Shift Solenoid Pressure Control B(Pressure)	3.77098	psi	0-129.95381
Shift Solenoid Pressure Control C(Current)	1	A	0-1



Shift Solenoid Pressure Control C(Pressure)	79.77076	psi	0-129.95381
Shift Solenoid Pressure Control D(Current)	46	mA	0-1000
Shift Solenoid Pressure Control D(Pressure)	75.41962	psi	0-129.95381
Shift Solenoid Pressure Control E	Off		
Shift Time Elapsed From 10% to 90% of Complete	0	s	
Shift Time Elapsed From Commanded to 10% Complete	0	s	
Shift Type	Auto 1st		
Short term fuel trim 1	-2.344	%	-25-35
Spark Advance	5	deg.	-10-60
Speed Control Status of Central Vehicle Configuration	Data Valid or Not Used		
Start engine request received over CAN network	No		
Starter Motor Protection Status	Cleared State - Not Preventing Start		
The Grille Shutter Module Either Is Requesting A Command To Perform Or Is Performing The End Point Calibration Process	No		
The distance travelled since the MIL(Malfunction Indicator Lamp) was activated.	0	mi.	
The manifold pressure is displayed in vacuum gauge format.	10.29768	psi	0-14.64881
Throttle Angle Offset has Learned	Yes		
Throttle Angle at Time Of Misfire	15.131	%	



Throttle Inlet Pressure Sensor Voltage	1.538	V	0-5
Throttle Position Sensor 1	4.499	V	0-5
Throttle Position Sensor 1 Learned Offset	9.25	deg.	
Throttle Position Sensor 2	0.508	V	0-5
Throttle Position Sensor 2 Learned Offset	9.375	deg.	
Throttle Position Sensor Status	No Fault		
Throttle position (%)	9.804	%	0-100
Timer since Engine Off	26:24		
Tire Size Status of Central Vehicle Configuration	Data Valid or Not Used		
Torque Control Requested	Idle Speed Control		
Torque Converter Clutch Fault	No Fault		
Torque Converter Clutch Solenoid Pressure - Commanded	0	psi	0-129.95381
Torque Converter Clutch at Time Of Misfire	Yes		
Torque converter slip actual	6.75	RPM	-100-2000
Torque converter slip desired	1020	RPM	0-2000
Total Vehicle Distance	132835.14514	mi.	
Total time ECU(Electronic control unit) has been active	83308:21:40		
Transmission Control Indicator Light	Off		
Transmission Control Switch Pressed	No		



Transmission Control Switch Requested State	Off		
Transmission Fluid Temperature(Temperature)	165.2	°F	-4-248
Transmission Fluid Temperature(Voltage)	0.972	V	0-5
Transmission Fluid Temperature Status	No Fault		
Transmission In Gear at Time Of Misfire	Yes		
Transmission Range Input Allowing Engine Start	Yes		
Transmission Range status	No Fault		
Transmission Slip Ratio	0.993	:1	0-5
Transmission Supply Voltage Control State	On		
Transmission range(%)	22.388	%	0-100
Transmission range(Frequency)	126.16	Hz	0-150
Transmission range1	Park		
Turbine Shaft Speed Reliable	No Fault		
Turbocharger Boost Sensor Input Unreliable	No Fault		
Turbocharger Bypass 1 Status	No Fault		
Turbocharger Bypass Valve 1	OFF		
Turbocharger Inlet Sensor Status	No Fault		
Turbocharger Overboost Condition	No Fault		
Turbocharger Underboost Condition	No Fault		



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Turbocharger Wastegate	10.248	%	0-100
Turbocharger Wastegate Status	No Fault		
VCT(Variable Cam Timing) System status (open/closed loop)	Closed Loop		
Variable Cam Timing Bank 1 Exhaust Status	No Fault		
Variable Cam Timing Bank 1 Intake Status	No Fault		
Variable Camshaft Timing Exhaust Angle Desired	0	deg.	-10-60
Variable Camshaft Timing Intake Desired Angle	0	deg.	-30-40
Vehicle Control Mode	Normal		
Vehicle Enable Status	Enabled		
Vehicle Identification Number Status of Central Vehicle Configuration	Data Valid or Not Used		
Vehicle Speed	0	MPH	0-79.53551
Vehicle Speed At Time Of Misfire	60.89438	MPH	
Voltage at the Battery Terminals - Inferred	14.247	V	9-16

### Disclaimer

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