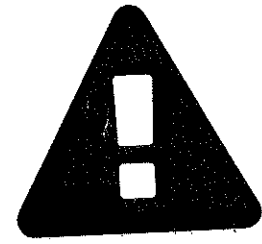


**VAL information** » Summary

Vehicle status

Fault memory entries



3 Fault memory entries

Vehicle information

VIN	WP0CB29987S776850	Model type	911 (997)
Mileage	44513 km	Order type	997620
Transmission type	G9731	Date / time	23.07.2024 10:21:51 GMT-4
Engine number	58661	Operating time	797.500 h
Country code	USA	UI_VOLTAGE (Keine Übersetzung verfügbar)	14.1 V

**VAL information** » PIWIS Tester information

PIWIS Tester information details

Dealer number	4501842	Application version	24.0.3_E4
Tester version	42.800.060	PDX version	08.04
PIWIS Tester model	Actia	PDU API	n.a.
Operating system	Windows 10	Java version	11.0.21
User mode	V	Category	BEFOREREP

to idle (RKAT), b1	4.641 %
Oxygen sensing, bank 1: Relative fuel quantity via tank ventilation	0.718 V
Oxygen sensing, bank 1: Oxy. sensor: volt. behind cat. conv., bank 1	1.4746 V
Oxygen sensing, bank 1: Corrected sens. volt. ah. of cat. c., bank 1	0.99658
Oxygen sensing, bank 1: Actual lambda value, bank 1	1.996461
Oxygen sensing, bank 1: Lambda cont. correct. behind cat. c., bank 1	1.00000
Oxygen sensing, bank 1: Lambda setpoint upstream of cat. conv. b1	1.18579
Oxygen sensing, bank 1: Dynamic value of the LSU, bank 1	0
Oxygen sensing, bank 1: Number of dynamic measurements LSU, bank 1	1.005372
Oxygen sensing, bank 1: Fuel trim adaption lower load (FRAU), b1	1.052552
Oxygen sensing, bank 1: Fuel trim adaption upper load (FRAO), b1	0.0
SKA-Pfad a Umweltbed. f. Fkt.überw.-Diag.	128.0
EGAS-Pfad als Umweltbedingung für   Fkt.überwachungs-Diagnoseeintrag	0.0
Reset-Pfad als Umweltbed. f Rech.überw.-Diag	486.0 °KW
Adaptionswinkel Nw [Spätanschlag] (Umwelt)	488.0 °KW
Adaptionswinkel Nockenwelle 2 [Spätanschlag] (Umwelt)	20.3 °C
Transmission fluid temperature sensor "A" circuit low	-0.008
Delta Füllungssensor zu Alpha/n-System	44508.0 km
Fahrstrecke des Fahrzeugs als Info über CAN	781.25 1/min
Engine speed	20.156 %
Engine load	2.6322 %
Nominal throttle plate angle	



(Umwelt)



Transmission fluid temperature sensor "A" circuit low

20.3 °C

Delta Füllungssensor zu Alpha/n-System

-0.008

Fahrstrecke des Fahrzeugs als Info über CAN

44508.0 km

Engine speed

781.25 1/min

Engine load

20.156 %

Nominal throttle plate angle

2.6322 %

Ambient pressure from DME

1000 hPa

Mass air flow (MAF)

20.000 kg/h

Altitude correction factor

0.990174

DME supply voltage

14.17 V

Intake air temperature

43.5 °C

Engine temperature

86.3 °C

Engine compartment temperature

56.3 °C

Engine oil temperature

75.8 °C

Exhaust temp. after catalytic converter

130 °C

Ignition timing

8.25 °/KW

Idle speed specified rpm

780 1/min

I portion of torque change

-0.5463

PD portion of torque change

-0.0519

Loss adaptation, idle

0.0793 %

Injection time

1.9520 ms

Camshaft deviation, bank 1

-0.7031 °KW

Camshaft deviation, bank 2

-1.4063 °KW

Mass air flow (hot-film MAF + tank vent)

23.200 kg/h

charcoal canister load

1.46094

Ambient temperature

21.0 °C

Actual gear

0.0



Camshaft deviation, bank 2



-1.4063 °KW



Mass air flow (hot-film MAF + tank vent)

23.200 kg/h

charcoal canister load

1.46094

Ambient temperature

21.0 °C

Actual gear

0.0

Adaption angle, camshaft offset, edge 0

121.703 °KW

Adaption angle, camshaft offset, edge 1

302.422 °KW

Adaption angle, camshaft offset, edge 2

483.281 °KW

Adaption angle, camshaft offset, edge 3

661.688 °KW

Adaption angle, camshaft B2 offset, edge 0

122.406 °KW

Adaption angle, camshaft B2 offset, edge 1

300.531 °KW

Adaption angle, camshaft B2 offset, edge 2

480.844 °KW

Adaption angle, camshaft B2 offset, edge 3

662.422 °KW

Timer as of end of starting

168.000 s

Actual camshaft angle, bank 1

-0.2656 °KW

Actual camshaft angle, bank 2

-0.3906 °KW

Camshaft, specified angle, bank 1

0.0000 °KW

Camshaft, specified angle, bank 2

0.0000 °KW

Current start quantity adaptation factor

1.000

Cold start adapt. factor, range 0, buffered

1.000

Cold start adapt. factor, range 1, buffered

1.000

Cold start adapt. factor, range 2, buffered

1.000

Operating time since powerfall

56.400 h

Radiator fan request value

20.0 %

A/C pressure

12.80 bar

Delta torque from torque loss adap. (Bko1)

1.7334

Delta torque f. torque loss ada. (Bfs1 Bko1)

0.0000

Delta torque from torque loss adaptation

1.8127



Delta torque f. torque loss ada. (Bfs1 Bko1)

0.0000



~~Delta torque from torque loss adaptation~~

1.8127

Catalyst monitoring time bank 1

0.000 s

Catalyst monitoring time bank 2

0.000 s

Distance since powerfailure

2004.0 km

Distance with Check Engine on

0.00 km

Fuel level

32.0 l

Tank ventilation valve, duty cycle

89.45 %

Relative secondary air mass

0.000

Driving cycle counter

274

Warm-up cycle counter

70

Oxygen storage capacity, bank 1

2.87159

Test counter for c.c. diagnosis b1

0

Oxygen storage capacity, bank 2

2.37159

Test counter for c.c. diagnosis b2

0

Engine start temperature

72.0 °C

Calibration ID 1

99761862407

Calibration ID 2

CVN

0xD7 4A EA 99

Engine roughness reference value

11.3588

Misfire detection adaptation, range 2

7

Misfire counter cylinder 1

0.00

Misfire counter cylinder 6

0.00

Misfire counter cylinder 2

0.00

Misfire counter cylinder 4

0.00

Misfire counter cylinder 3

0.00

Misfire counter cylinder 5

0.00

Ignition counter misfire detection

608.00



Pedal encoder potentiometer 2

0.3809 V



Actual throttle plate angle

2.6367 %

Throttle potentiometer 1

0.68359 V

Throttle potentiometer 2

4.32616 V

Vehicle speed

0.0000 km/h

Throttle angle from potent. 1 (wdk1\_u)

2.3438

Throttle angle from potent. 2 (wdk2\_u)

2.3438

Substit. thr. angle value fr. charge signal

0.0

Intake air temperature (sensor)

2.539 V

Schwellen: Minimale Katalysatortemperatur für Katalysatordiagnose, Testerbetrieb

434.99 °C

Schwellen: Maximale Katalysatortemperatur für Katalysatordiagnose, Testerbetrieb

680.01 °C

Schwellen: Minimale Umgebungstemperatur für Katalysatordiagnose

-10.5 °C

Schwellen: Zählerwert für Dynamikmessung LSU bei Kurztest

50

Oxygen sensing, bank 2: Fuel trim mean value, bank 2

1.028718

Oxygen sensing, bank 2: Multipl. correction of mixture adaptation

1.044373

Oxygen sensing, bank 2: Fuel trim adaptation close to idle (RKAT),b2

-0.516 %

Oxygen sensing, bank 2: Relative fuel quantity via tank ventilation

4.641 %

Oxygen sensing, bank 2: Oxy. sensor: volt. behind cat. conv., bank 2

0.655 V

Oxygen sensing, bank 2: Corrected sens. volt. ah. of cat. c., bank 2

1.4697 V

Oxygen sensing, bank 2: Actual lambda value, bank 2

0.99487

Oxygen sensing, bank 2: Lambda cont. correct. behind cat. c., bank 2

1.999208

Oxygen sensing, bank 2: Lambda setpoint upstream of cat. conv. b2

1.00000


Oxygen sensing, bank 2: Dynamic value of the LSU

1.07612



cat. conv., bank 2



 Oxygen sensing, bank 2: Corrected sens. volt. ah. of cat. c., bank 2	1.4697 V
Oxygen sensing, bank 2: Actual lambda value, bank 2	0.99487
Oxygen sensing, bank 2: Lambda cont. correct. behind cat. c., bank 2	1.999208
Oxygen sensing, bank 2: Lambda setpoint upstream of cat. conv. b2	1.00000
Oxygen sensing, bank 2: Dynamic value of the LSU, bank 2	1.07642
Oxygen sensing, bank 2: Number of dynamic measurements LSU, bank 2	0
Oxygen sensing, bank 2: Fuel trim adaption lower load (FRAU), b2	1.044373
Oxygen sensing, bank 2: Fuel trim adaption upper load (FRAO), b2	1.047974
Oxygen sensing, bank 1: Fuel trim mean value, bank 1	0.995515
Oxygen sensing, bank 1: Multipl. correction of mixture adaptation	1.005372
Oxygen sensing, bank 1: Fuel trim adaptation close to idle (RKAT),b1	0.234 %
Oxygen sensing, bank 1: Relative fuel quantity via tank ventilation	4.641 %
Oxygen sensing, bank 1: Oxy. sensor: volt. behind cat. conv., bank 1	0.718 V
Oxygen sensing, bank 1: Corrected sens. volt. ah. of cat. c., bank 1	1.4746 V
Oxygen sensing, bank 1: Actual lambda value, bank 1	0.99658
Oxygen sensing, bank 1: Lambda cont. correct. behind cat. c., bank 1	1.996461
Oxygen sensing, bank 1: Lambda setpoint upstream of cat. conv. b1	1.00000
Oxygen sensing, bank 1: Dynamic value of the LSU, bank 1	1.18579
Oxygen sensing, bank 1: Number of dynamic measurements LSU, bank 1	0



**VAL information** » Fault codes



DME 997(S) + 987... fault code:

Software:... Hardware...

**ECU information**



**Measurements**



full load recognition	open
idle recognition	closed
A/C request	closed
Start enable switch	open
Stop light switch	open
Stop light switch	open
Immobilizer	not active
Cruise-control readiness	on
Clutch switch	Not actuated
Cruise-control - store/accelerate	Not actuated
Cruise-control decelerate/resume	Not actuated
Pedal value	0.0000 %
Pedal encoder potentiometer 1	0.7471 V
Pedal encoder potentiometer 2	0.3809 V
Actual throttle plate angle	2.6367 %
Throttle potentiometer 1	0.68359 V
Throttle potentiometer 2	4.32616 V
Vehicle speed	0.0000 km/h
Throttle angle from potent. 1 (wdk1_u)	2.3438
Throttle angle from potent. 2 (wdk2_u)	2.3438
Substit. thr. angle value fr. charge signal	0.0
Intake air temperature (sensor)	2.539 V





Retardation cylinder 3 0.00 °KW

Retardation cylinder 5 0.00 °KW

Ignition safety retardation 0

Ignition map RON dependent 0.0

Number of ignitions at speed > Maximum speed Range 1 2068

Number of ignitions at speed > maximum speed, range 2 401

Number of ignitions at speed > maximum speed, range 3 25

Number of ignitions at speed > maximum speed, range 4 0

Number of ignitions at speed > maximum speed, range 5 0

Number of ignitions at speed > maximum speed, range 6 0

Operating hours counter reading at overspeed, range 1 678.500 h

Operating hours counter reading at overspeed, range 2 678.500 h

Operating hours counter reading at overspeed, range 3 610.200 h

Operating hours counter reading at overspeed, range 4 0.000 h

Operating hours counter reading at overspeed, range 5 0.000 h

Operating hours counter reading at overspeed, range 6 0.000 h

Operating hours counter 797.500 h

Recall campaigns 3 0x00 00 00 00 00 00 00 00 00 00 82 1F 25  
33 30 41 33 32 34 38 41

Recall campaigns 4 0x00 00 00 00 00 00 00 00 00 00 1C F4  
33 30 41 33 32 34 38 41

Coding

