



VehicleMRI™



2005 TOYOTA 4RUNNER LIMITED 4.7 V8 (-) GAS

B

Very Good

Report Summary	
Report Name	VehicleMRI Complete
Report Number	348
Report Time	02/02/2012 4:06 PM
Performed By	John Smith
Company ID	55

Vehicle Information	
VIN	JTEBT14R058022292
Year	2005
Make	TOYOTA
Model	4RUNNER
Engine	4.7 V8 (-)
Odometer	120784
Vehicle ID	

Other Summary	
Items Checked	284
Duration	06:34 (Min:Sec)
Device	EVI-6
Firmware Version	EVI6_01_
Script Version	13
Applet Version	1.0.0.12
Database Version	1/9/2012

Category Details			
Category	Overall	Key On	Engine Running
Report Preconditions	✓ PASS	✓ PASS	✓ PASS
Vehicle Information	✓ PASS	✓ PASS	N/A
MIL / DTC / IM / Dash Lights	✓ PASS	✓ PASS	N/A
Battery	✗ COND FAIL	✓ PASS	✗ COND FAIL
Powertrain Misc.	✗ FAIL	✓ PASS	✗ FAIL
Oxygen Sensors	✗ FAIL	✓ PASS	✗ FAIL
Evaporative System	✗ FAIL	✗ FAIL	✓ PASS
Temperatures	✗ FAIL	✗ FAIL	✗ FAIL
Fuel Trim	✓ PASS	✓ PASS	✓ PASS
Fuel/Pressure & Rates	✗ NOT SUPPORTED	✗ NOT SUPPORTED	✗ NOT SUPPORTED
Load/Torque	✗ NOT GRADED	✗ NOT GRADED	✗ NOT GRADED
Throttle/Accelerator	✓ PASS	✓ PASS	N/A
Misfire / Injectors	✗ N/A	✗ N/A	✗ N/A
Transmission	✗ N/A	✗ N/A	✗ N/A
ABS / Airbag	✗ N/A	✗ N/A	✗ N/A



Report Provided By
demo
 Vehicle Research Center, Building 2
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 Scott Township, PA 18447
 1(570)241-0769

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<http://www.vehiclemri.com>



Failed Items Details

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Applet Version	1.0.0.12
Database Version	1/9/2012

CRITICAL ALERTS: NONE

Failed Items Details

Test	Value	Result	Note
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Battery (KOER) - COND FAIL

Lowest Battery Voltage During Crank	5.59 V	COND FAIL	Battery is getting too weak to effectively start engine. Perform appropriate battery load and starter tests to confirm.
Additional Notes			

Powertrain Misc. (KOER) - FAIL

MAF Analysis		FAIL	
AVG	4.92 gm/s	FAIL	Airflow is too low
Additional Notes			

Oxygen Sensors (KOER) - FAIL

O2 Bank 1 Sensor 2 (\$13)		COND FAIL	
MIN	0.43 Volts	COND FAIL	O2 Sensor has not reported a LEAN state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
MAX	0.45 Volts	COND FAIL	O2 Sensor has not reported a RICH state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
Peak-To-Peak	0.02 Volts	COND FAIL	No or minimal sensor activity detected.
Additional Notes			
O2 Bank 2 Sensor 2 (\$13)		COND FAIL	
MIN	0.45 Volts	COND FAIL	O2 Sensor has not reported a LEAN state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
MAX	0.47 Volts	COND FAIL	O2 Sensor has not reported a RICH state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
Peak-To-Peak	0.02 Volts	COND FAIL	No or minimal sensor activity detected.
Additional Notes			
Wide Range O2 Bank 1 Sensor 1 (\$13)		FAIL	
MIN	3.19 Volts	FAIL	O2 Sensor has not reported a RICH state
MAX	3.29 Volts	FAIL	O2 Sensor has not reported a LEAN state.
Freq. of AVG	0.8 Hz	FAIL	O2 sensor is switching too slow
Cross count	0	FAIL	O2 Sensor failed to switch
Additional Notes			

Failed Items Details

Test	Value	Result	Note
Wide Range O2 Bank 2 Sensor 1 (\$13)		FAIL	
MIN	3.18 Volts	FAIL	O2 Sensor has not reported a RICH state
MAX	3.35 Volts	FAIL	O2 Sensor has not reported a LEAN state.
Freq. of AVG	0.4 Hz	FAIL	O2 sensor is switching too slow
Cross count	1	FAIL	O2 sensor is switching too slow. Lazy O2
Additional Notes			

Evaporative System - FAIL

Absolute Evap System Vapor Pressure	384.8 in H2O	FAIL	Pressure is too High
Additional Notes			

Temperatures - FAIL

ECT to IAT Comparison	63 °F	FAIL	Too big a difference between ECT and IAT
Additional Notes			

Temperatures (KOER) - FAIL

Catalyst Temperature Bank 1 Sensor 2		FAIL	
AVG	389.52 °F	FAIL	Failed to reach proper operating temperature
Additional Notes			

Catalyst Temperature Bank 2 Sensor 2		FAIL	
AVG	405.59 °F	FAIL	Failed to reach proper operating temperature
Additional Notes			

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Report Details

Test	Value	Result	Note
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Report Preconditions - PASS

Preconditions		PASS	All Procedure Preconditions PASSED
Engine Speed (Generic)	0.0 RPM		
Additional Notes	Engine Speed should be 0 RPM		

Report Preconditions (KOER) - PASS

Extended KOER Preconditions		PASS	All Procedure Preconditions PASSED
Engine Coolant Temp	140.0 Deg F		
Vehicle Speed	0.0 mph		
Engine Speed (Generic)	809.0 RPM		
Fuel System 1	CLOSED LOOP		
Fuel System 2	CLOSED LOOP		
Additional Notes	Engine must be running between 500 RPM and 825 RPM and Coolant Temp. over 140 deg F but not over 225 deg F. Vehicle must be at a stop and Fuel System Loop Status must be in CLOSED LOOP.		

Vehicle Information - PASS

Mode \$09 - VIN		PASS	Valid VIN(s) retrieved matches entered VIN
ECM	JTEBT14R058022292	PASS	Valid VIN(s) retrieved matches entered VIN
Additional Notes			

Mode \$09 - CALID's			
ECM	33532100		
Additional Notes			

MIL / DTC / IM / Dash Lights - PASS

Commanded MIL	OFF	PASS	No Emissions related DTCs are active.
Additional Notes			

Generic Stored DTCs	0	PASS	No Emissions related Error Codes detected.
Additional Notes			

Generic Pending DTCs	0	PASS	No Emissions related Error Codes detected.
Additional Notes			

IM Readiness Status	0	PASS	All Supported Monitors are Complete
Misfire	COMPLETE	PASS	
Fuel System	COMPLETE	PASS	
Comprehensive component	COMPLETE	PASS	
Catalyst	COMPLETE	PASS	
Heated Catalyst	NOT SUPPORTED	NOT SUPPORTED	NOT SUPPORTED
Evaporative System	COMPLETE	PASS	
Secondary Air System	COMPLETE	PASS	
Oxygen Sensor	COMPLETE	PASS	
Oxygen Sensor Heater	NOT SUPPORTED	NOT SUPPORTED	NOT SUPPORTED

Report Details

Test	Value	Result	Note
EGR System	NOT SUPPORTED	NOT SUPPORTED	NOT SUPPORTED
Additional Notes			
Emissions Readiness	PASS	PASS	If you register this vehicle in a state/county with an emissions inspection program, this vehicle should PASS the Emissions test.
Additional Notes			
OBD Support Level	OBD II (California ARB)		
Additional Notes			
Freeze Frame	NO	PASS	No Freeze Frame Data Present.
Additional Notes			
Commanded Secondary AIR Status	UNUSED		
Additional Notes			
Distance Traveled While MIL was Activated	0 mi	PASS	
Additional Notes			
Number of Warm-Ups Since DTC Clear	109.0	PASS	Vehicle has warmed up more than 10 times since DTCs were cleared
Additional Notes			
Distance Since DTC Clear	1018.43 mi	PASS	Vehicle has been driven more than 50 miles since DTCs were cleared.
Additional Notes			
Minutes Engine Ran While MIL is Activated	0.0 min	PASS	
Additional Notes			
Time Since DTC was Cleared	1551.0 min	PASS	Vehicle has been driven for more than 60 minutes with no DTCs.
Additional Notes			

Battery - PASS

Battery Voltage (No Load)		PASS	
MIN	11.68 Volts	PASS	
MAX	11.78 Volts		
AVG	11.72 Volts	PASS	
Peak-To-Peak	0.1 Volts		
Standard Deviation	0.02 Volts		
Additional Notes			
Battery Voltage Under Load		PASS	
MIN	10.65 Volts	PASS	
MAX	11.49 Volts		
AVG	11.31 Volts	PASS	
Peak-To-Peak	0.84 Volts		
Standard Deviation	0.06 Volts		
Additional Notes			
Control Module Voltage	11.62 Volts	PASS	Voltage is within normal range
Additional Notes			
Highest Voltage Since Power Up	15.02 Volts	PASS	

Report Details

Test	Value	Result	Note
Additional Notes			

Battery (KOER) - COND FAIL

Battery Voltage (No Load); Alternator		PASS	
MIN	13.86 Volts	PASS	
MAX	14.19 Volts		
AVG	14.07 Volts	PASS	
Standard Deviation	0.05 Volts		
Additional Notes			

Battery Voltage (Under Load); Alternator		PASS	
MIN	12.72 Volts	PASS	
MAX	14.15 Volts	PASS	
AVG	13.75 Volts	PASS	Voltage is within normal range.
Peak-To-Peak	1.43 Volts	PASS	
Standard Deviation	0.41 Volts		
Additional Notes			

Control Module Voltage		PASS	
MIN	13.79 Volts	PASS	
MAX	13.83 Volts	PASS	
AVG	13.81 Volts	PASS	Voltage is within normal range.
Peak-To-Peak	0.04 Volts	PASS	
Standard Deviation	0.01 Volts		
Additional Notes			

Lowest Battery Voltage During Crank	5.59 V	COND FAIL	Battery is getting too weak to effectively start engine. Perform appropriate battery load and starter tests to confirm.
Additional Notes			

Powertrain Misc. - PASS

Engine Speed	0.0 RPM	PASS	
Additional Notes			

MAF Analysis	1.51 gm/s		
Additional Notes			

Baro Pressure	28.05 in Hg	PASS	Should be atmospheric pressure, about 29.50 in Hg depending on altitude and weather conditions.
Additional Notes			

Vehicle Speed Sensor	0 mph		
Additional Notes			

Ignition Timing Advance for Cylinder 1	5.0 deg		
Additional Notes			

Powertrain Misc. (KOER) - FAIL

Engine Speed		PASS	
MIN	680.0 RPM	PASS	
MAX	719.0 RPM	PASS	

Report Details

Test	Value	Result	Note
AVG	698.68 RPM	PASS	Within normal idle range
Peak-To-Peak	39.0 RPM	PASS	The engine is running smoothly
Standard Deviation	7.09 RPM		
Additional Notes			
MAF Analysis		FAIL	
MIN	4.67 gm/s	PASS	
MAX	5.07 gm/s	PASS	
AVG	4.92 gm/s	FAIL	Airflow is too low
Peak-To-Peak	0.4 gm/s	PASS	Airflow is Stable
Standard Deviation	0.06 gm/s		
Additional Notes			
Baro Pressure		PASS	
MIN	28.05 in Hg	PASS	
MAX	28.05 in Hg	PASS	
AVG	28.05 in Hg	PASS	Should be atmospheric pressure, about 29.50 in Hg depending on altitude and weather conditions.
Peak-To-Peak	0 in Hg		
Standard Deviation	0 in Hg		
Additional Notes			
Ignition Timing Advance for Cylinder 1			
MIN	13.0 deg		
MAX	13.5 deg		
AVG	13.04 deg		
Peak-To-Peak	0.5 deg		
Standard Deviation	0.13 deg		
Additional Notes			
Vehicle Speed Sensor		PASS	
MIN	0 mph		
MAX	0 mph	PASS	
AVG	0 mph	PASS	
Peak-To-Peak	0 mph		
Standard Deviation	0 mph		
Additional Notes			
Oxygen Sensors - PASS			
O2 Locations		PASS	
\$13 Location of O2 Sensors	33		
\$1D Location of O2 Sensors	NOT SUPPORTED	NOT SUPPORTED	
Additional Notes			
Fuel/Air Commanded Equivalence Ratio			
	0.784		
Additional Notes			
O2 Sensor Voltage (Location \$13)			
\$13, \$1D - O2 Volts, B1 S1	NOT SUPPORTED	NOT SUPPORTED	

Report Details

Test	Value	Result	Note
\$13, \$1D - O2 Volts, B1 S2	0.0 V		
\$13 O2 Volts, B1 S3	NOT SUPPORTED	NOT SUPPORTED	
\$13 O2 Volts, B1 S4	NOT SUPPORTED	NOT SUPPORTED	
\$13 O2 Volts, B2 S1	NOT SUPPORTED	NOT SUPPORTED	
\$13 O2 Volts, B2 S2	0.0 V		
\$13 O2 Volts, B2 S3	NOT SUPPORTED	NOT SUPPORTED	
\$13 O2 Volts, B2 S4	NOT SUPPORTED	NOT SUPPORTED	
Additional Notes			

Wide Range O2 Sensor Voltage (Location \$13)

WR O2 Volts, B1 S1	3.29 V		
WR O2 Volts, B1 S2	NOT SUPPORTED	NOT SUPPORTED	
WR O2 Volts, B1 S3	NOT SUPPORTED	NOT SUPPORTED	
WR O2 Volts, B1 S4	NOT SUPPORTED	NOT SUPPORTED	
WR O2 Volts, B2 S1	3.29 V		
WR O2 Volts, B2 S2	NOT SUPPORTED	NOT SUPPORTED	
WR O2 Volts, B2 S3	NOT SUPPORTED	NOT SUPPORTED	
WR O2 Volts, B2 S4	NOT SUPPORTED	NOT SUPPORTED	
Additional Notes			

Oxygen Sensors (KOER) - FAIL

Fuel System Status		Result	Note
Fuel System 1	CLOSED LOOP	PASS	Closed loop: using oxygen sensor(s) as feedback for fuel control
Fuel System 2	CLOSED LOOP	PASS	Closed loop: using oxygen sensor(s) as feedback for fuel control
Additional Notes			

O2 Bank 1 Sensor 2 (\$13)

Test	Value	Result	Note
MIN	0.43 Volts	COND FAIL	O2 Sensor has not reported a LEAN state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
MAX	0.45 Volts	COND FAIL	O2 Sensor has not reported a RICH state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
AVG	0.45 Volts	PASS	
Peak-To-Peak	0.02 Volts	COND FAIL	No or minimal sensor activity detected.
Freq. of AVG	0.1 Hz		
Cross count	0		
Standard Deviation	0.01 Volts		
Lean to Rich Switch Time (Average)	UNDETERMINED		
Rich to Lean Switch Time (Average)	UNDETERMINED		
# Samples	155		
O2 Histo - Lean	0.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	100.0 %		
O2 Histo - Center Rich	0.0 %		
O2 Histo - Rich	0.0 %		
Additional Notes			

O2 Bank 2 Sensor 2 (\$13)

MIN	0.45 Volts	COND FAIL	O2 Sensor has not reported a LEAN state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
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Report Details

Test	Value	Result	Note
MAX	0.47 Volts	COND FAIL	O2 Sensor has not reported a RICH state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
AVG	0.46 Volts	PASS	
Peak-To-Peak	0.02 Volts	COND FAIL	No or minimal sensor activity detected.
Freq. of AVG	0.1 Hz		
Cross count	0		
Standard Deviation	0.01 Volts		
Lean to Rich Switch Time (Average)	UNDETERMINED		
Rich to Lean Switch Time (Average)	UNDETERMINED		
# Samples	156		
O2 Histo - Lean	0.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	100.0 %		
O2 Histo - Center Rich	0.0 %		
O2 Histo - Rich	0.0 %		
Additional Notes			
Wide Range O2 Bank 1 Sensor 1 (\$13)		FAIL	
MIN	3.19 Volts	FAIL	O2 Sensor has not reported a RICH state
MAX	3.29 Volts	FAIL	O2 Sensor has not reported a LEAN state.
AVG	3.24 Volts		
Peak-To-Peak	0.1 Volts	PASS	
Freq. of AVG	0.8 Hz	FAIL	O2 sensor is switching too slow
Cross count	0	FAIL	O2 Sensor failed to switch
Standard Deviation	0.02 Volts		
Rich to Lean Switch Time (Average)	UNDETERMINED ms	PASS	
Lean to Rich Switch Time (Average)	UNDETERMINED ms	PASS	
# Samples	155		
O2 Histo - Lean	0.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	100.0 %		
O2 Histo - Center Rich	0.0 %		
O2 Histo - Rich	0.0 %		
Additional Notes			
Wide Range O2 Bank 2 Sensor 1 (\$13)		FAIL	
MIN	3.18 Volts	FAIL	O2 Sensor has not reported a RICH state
MAX	3.35 Volts	FAIL	O2 Sensor has not reported a LEAN state.
AVG	3.25		
Peak-To-Peak	0.17 Volts	PASS	
Freq. of AVG	0.4 Hz	FAIL	O2 sensor is switching too slow
Cross count	1	FAIL	O2 sensor is switching too slow. Lazy O2
Standard Deviation	0.04		
Rich to Lean Switch Time (Average)	UNDETERMINED ms	PASS	
Lean to Rich Switch Time (Average)	UNDETERMINED ms	PASS	
# Samples	158		

Report Details

Test	Value	Result	Note
O2 Histo - Lean	0.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	100.0 %		
O2 Histo - Center Rich	0.0 %		
O2 Histo - Rich	0.0 %		
Additional Notes			

Fuel/Air Commanded Equivalence Ratio

MIN	1.0		
MAX	1.0		
AVG	1.0		
Peak-To-Peak	0.0		
Standard Deviation	0.0		
Additional Notes			

Equivalence Ratio - Bank 1 Sensor 1 (\$13)

MIN	0.99		
MAX	1.01		
AVG	1.0		
Freq. of AVG	0.6		
Cross count	0		
Standard Deviation	0.0		
Lean to Rich Switch Time (Average)	UNDETERMINED		
Rich to Lean Switch Time (Average)	UNDETERMINED		
# Samples	155		
O2 Histo - Lean	100.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	0.0 %		
O2 Histo - Center Rich	0.0 %		
O2 Histo - Rich	0.0 %		
Additional Notes			

Equivalence Ratio - Bank 2 Sensor 1 (\$13)

MIN	0.99 V		
MAX	1.01 V		
AVG	1.0 V		
Freq. of AVG	0.6 Hz		
Cross count	0		
Standard Deviation	0.0 V		
Lean to Rich Switch Time (Average)	UNDETERMINED		
Rich to Lean Switch Time (Average)	UNDETERMINED		
# Samples			
O2 Histo - Lean	100.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	0.0 %		
O2 Histo - Center Rich	0.0 %		
O2 Histo - Rich	0.0 %		

Report Details

Test	Value	Result	Note
Additional Notes			

Evaporative System - FAIL

Commanded Evaporative Purge	0.0 %	PASS	
Additional Notes			
Absolute Evap System Vapor Pressure	384.8 in H2O	FAIL	Pressure is too High
Additional Notes			

Evaporative System (KOER) - PASS

Commanded Evaporative Purge		PASS	
MIN	0.0 %		
MAX	0.0 %		
AVG	0.0 %	PASS	
Peak-To-Peak	0.0 %		
Standard Deviation	0.0 %		
Additional Notes			
Absolute Evap System Vapor Pressure			
MIN	384.7 psig		
MAX	385.06 psig		
AVG	UNDETERMINED	UNDETERMINED	
Peak-To-Peak	0.36 psig		
Standard Deviation	0.08 psig		
Additional Notes			

Temperatures - FAIL

Engine Coolant Temperature	118.4 °F	PASS	
Additional Notes			
Intake Air Temperature	55.4 °F	PASS	
Additional Notes			
ECT to IAT Comparison	63 °F	FAIL	Too big a difference between ECT and IAT
Engine Coolant Temp	118.4 °F	PASS	
Intake Air Temperature	55.4 °F	PASS	
Additional Notes			
Catalyst Temperature Bank 1 Sensor 1	760.64 °F	PASS	
Additional Notes			
Catalyst Temperature Bank 1 Sensor 2	275.9 °F	PASS	
Additional Notes			
Catalyst Temperature Bank 2 Sensor 1	760.64 °F	PASS	
Additional Notes			

Report Details

Test	Value	Result	Note
Catalyst Temperature Bank 2 Sensor 2	275.9 °F	PASS	
Additional Notes			



Temperatures (KOER) - **FAIL**

Engine Coolant Temperature		PASS	
MIN	140 °F	PASS	
MAX	140 °F	PASS	
AVG	140 °F	PASS	
Peak-To-Peak	0 °F		
Standard Deviation	0 °F		
Additional Notes			

Intake Air Temperature		PASS	
MIN	46.4 °F	PASS	
MAX	46.4 °F	PASS	
AVG		PASS	
Peak-To-Peak	0 °F		
Standard Deviation	0 °F		
Additional Notes			

Catalyst Temperature Bank 1 Sensor 1		PASS	
MIN	726.26 °F	PASS	
MAX	739.04 °F	PASS	
AVG	732.94 °F	PASS	Within normal operating temperature
Peak-To-Peak	12.78 °F		
Standard Deviation	3.58 °F		
Additional Notes			

Catalyst Temperature Bank 1 Sensor 2		FAIL	
MIN	385.16 °F	PASS	
MAX	393.44 °F	PASS	
AVG	389.52 °F	FAIL	Failed to reach proper operating temperature
Peak-To-Peak	8.28 °F		
Standard Deviation	2.39 °F		
Additional Notes			

Catalyst Temperature Bank 2 Sensor 1		PASS	
MIN	750.56 °F	PASS	
MAX	761.18 °F	PASS	
AVG	756.16 °F	PASS	Within normal operating temperature
Peak-To-Peak	10.62 °F		
Standard Deviation	2.99 °F		
Additional Notes			

Catalyst Temperature Bank 2 Sensor 2		FAIL	
MIN	401.54 °F	PASS	
MAX	409.28 °F	PASS	
AVG	405.59 °F	FAIL	Failed to reach proper operating temperature

Report Details

Test	Value	Result	Note
Peak-To-Peak	7.74 °F		
Standard Deviation	2.18 °F		
Additional Notes			

Fuel Trim - PASS

Short Term Fuel Trim B1	0.0 %	PASS	
Additional Notes			
Long Term Fuel Trim B1	-4.69 %	PASS	
Additional Notes			
Short Term Fuel Trim B2	0.0 %	PASS	
Additional Notes			
Long Term Fuel Trim B2	-3.91 %	PASS	
Additional Notes			



Fuel Trim (KOER) - PASS

Short Term Fuel Trim B1		PASS	
MIN	0.78 %	PASS	
MAX	2.34 %	PASS	
AVG	1.78 %	PASS	
Peak-To-Peak	1.56 %	PASS	
Standard Deviation	0.5 %		
Additional Notes			
Long Term Fuel Trim B1		PASS	
MIN	-3.91 %	PASS	
MAX	-3.12 %	PASS	
AVG	-3.22 %	PASS	
Peak-To-Peak	0.79 %	PASS	
Standard Deviation	0.26 %		
Additional Notes			
Short Term Fuel Trim B2		PASS	
MIN	0.78 %	PASS	
MAX	1.56 %	PASS	
AVG	1.21 %	PASS	
Peak-To-Peak	0.78 %	PASS	
Standard Deviation	0.39 %		
Additional Notes			
Long Term Fuel Trim B2		PASS	
MIN	-3.12 %	PASS	
MAX	-3.12 %	PASS	
AVG	-3.12 %	PASS	
Peak-To-Peak	0.0 %	PASS	
Standard Deviation	0.0 %		
Additional Notes			

Load/Torque - NOT GRADED

Calculated Load Value	0.0 %		
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Report Details

Test	Value	Result	Note
Additional Notes			
Absolute Load Value	0.0 %		
Additional Notes			
 Load/Torque (KOER) - NOT GRADED			
Calculated Load Value			
MIN	16.08 %		
MAX	18.43 %		
AVG	17.58 %		
Peak-To-Peak	2.35 %		
Standard Deviation	0.43 %		
Additional Notes			
Absolute Load Value			
MIN	16.07 %		
MAX	18.03 %		
AVG	17.33 %		
Peak-To-Peak	1.96 %		
Standard Deviation	0.29 %		
Additional Notes			
 Throttle/Accelerator - PASS			
Absolute Throttle Position	19.61 %	PASS	
Additional Notes			
Accelerator Pedal Position B-F			
Absolute Throttle Position B	52.14 %		
Absolute Throttle Position C	NOT SUPPORTED	NOT SUPPORTED	
Absolute Throttle Position D	15.68 %		
Absolute Throttle Position E	31.75 %		
Absolute Throttle Position F	NOT SUPPORTED	NOT SUPPORTED	
Additional Notes			
Relative Throttle Position	0.78 %	PASS	
Additional Notes			
Absolute Throttle Position - Full Throttle Test			
MAX	83.14 %		
Additional Notes			
Relative Throttle Position - Full Throttle Test			
MAX	63.5 %		
Additional Notes			
Commanded Throttle Actuator Control	19.6 %		
Additional Notes			

 Report Details

Test	Value	Result	Note
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