



VehicleMRI™



2007 JEEP WRANGLER X 3.8 V6 (1) GAS

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Excellent

Report Summary	
Report Name	VehicleMRI Complete
Report Number	485
Report Time	03/19/2012 1:58 PM
Performed By	Erik Horn
Company ID	55

Vehicle Information	
VIN	1J4FA24127L190862
Year	2007
Make	JEEP
Model	WRANGLER
Engine	3.8 V6 (1)
Odometer	51966
Vehicle ID	

Other Summary	
Items Checked	314
Duration	04:20 (Min:Sec)
Device	EVI-6
Firmware Version	EVI6_01_
Script Version	14
Applet Version	1.0.0.14
Database Version	3/7/2012

Category Details			
Category	Overall	Key On	Engine Running
Report Preconditions	✓ PASS	✓ PASS	✓ PASS
Vehicle Information	✓ PASS	✓ PASS	N/A
MIL / DTC / IM / Dash Lights	✗ FAIL	✗ FAIL	N/A
Battery	✓ PASS	✓ PASS	✓ PASS
Powertrain Misc.	✓ PASS	✓ PASS	✓ PASS
Oxygen Sensors	✗ FAIL	✓ PASS	✗ FAIL
Evaporative System	✓ PASS	✓ PASS	✓ PASS
Temperatures	✓ PASS	✓ PASS	✓ PASS
Fuel Trim	✓ PASS	✓ PASS	✓ PASS
Fuel/Pressure & Rates	✓ PASS	✓ PASS	✓ PASS
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
Body Misc.	N/A	N/A	N/A



Report Provided By
demo
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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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Firmware Version	EVI6_01_
Script Version	14
Applet Version	1.0.0.14
Database Version	3/7/2012

CRITICAL ALERTS: NONE

Failed Items Details

Test	Value	Result	Note
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MIL / DTC / IM / Dash Lights - **FAIL**

Non-Continuous Monitors (Mode \$06)	19	FAIL	One or more tests have failed. Use a Diagnostic tool for details.
Additional Notes			

Oxygen Sensors (KOER) - **FAIL**

O2 Bank 1 Sensor 1 (\$13)		FAIL	
MAX	0.71 Volts	FAIL	O2 Sensor has not reported a RICH state.
Rich to Lean Switch Time (Average)	506.71 ms	FAIL	Sensor is switching too slow
Additional Notes			

O2 Bank 1 Sensor 2 (\$13)		COND FAIL	
MIN	0.76 Volts	COND FAIL	O2 Sensor has not reported a LEAN state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
AVG	0.76 Volts	COND FAIL	Engine running RICH.
Peak-To-Peak	0.0 Volts	COND FAIL	No or minimal sensor activity detected.
Additional Notes			

O2 Bank 2 Sensor 1 (\$13)		FAIL	
MAX	0.71 Volts	FAIL	O2 Sensor has not reported a RICH state.
Rich to Lean Switch Time (Average)	588.91 ms	FAIL	Sensor is switching too slow
Additional Notes			

O2 Bank 2 Sensor 2 (\$13)		COND FAIL	
MIN	0.76 Volts	COND FAIL	O2 Sensor has not reported a LEAN state. Sensor may still be ok, perform appropriate diagnostic tests to determine sensor condition.
AVG	0.76 Volts	COND FAIL	Engine running RICH.
Peak-To-Peak	0.0 Volts	COND FAIL	No or minimal sensor activity detected.
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	199.4 Deg F		
Vehicle Speed	0.0 mph		
Engine Speed (Generic)	784.0 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	1J4FA24127L190862	PASS	Valid VIN(s) retrieved matches entered VIN
Additional Notes			
Mode \$09 - CALID's			It is always a good idea to ensure the software in your vehicles computer systems are up to date. Please consult a qualified technician and visit VehicleMRI.com for more information.
ECM	05094098AI		
Additional Notes			

MIL / DTC / IM / Dash Lights - FAIL

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	NOT SUPPORTED	NOT SUPPORTED	NOT SUPPORTED

Report Details

Test	Value	Result	Note
Oxygen Sensor	COMPLETE	PASS	
Oxygen Sensor Heater	COMPLETE	PASS	
EGR System	COMPLETE	PASS	
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			
Non-Continuous Monitors (Mode \$06)	19	FAIL	One or more tests have failed. Use a Diagnostic tool for details.
MODE06	CHECKED : 50		
MODE06	PASS : 31		
MODE06	FAIL : 2		
MODE06	INCOMPLETE : 17		
Additional Notes			
OBD Support Level	OBD (Federal EPA)		
Additional Notes			
Freeze Frame	NO	PASS	No Freeze Frame Data Present.
Additional Notes			
Distance Traveled While MIL was Activated	0 mi	PASS	
Additional Notes			
Number of Warm-Ups Since DTC Clear	191.0	PASS	Vehicle has warmed up more than 10 times since DTCs were cleared
Additional Notes			
Distance Since DTC Clear	40721.56 mi	PASS	Vehicle has been driven more than 50 miles since DTCs were cleared.
Additional Notes			

Battery - PASS

Battery Voltage (No Load)		PASS	
MIN	12.24 Volts	PASS	
MAX	12.3 Volts	PASS	
AVG	12.29 Volts	PASS	Voltage is within normal range
Peak-To-Peak	0.06 Volts		
Standard Deviation	0.02 Volts		
Additional Notes			
Battery Voltage Under Load		PASS	
MIN	11.85 Volts	PASS	
MAX	12.03 Volts		
AVG	11.94 Volts	PASS	
Peak-To-Peak	0.18 Volts		
Standard Deviation	0.04 Volts		
Additional Notes			
Control Module Voltage	12.55 Volts	PASS	Voltage is within normal range
Additional Notes			
Highest Voltage Since Power Up	15.26 Volts	PASS	

Report Details

Test	Value	Result	Note
Additional Notes			
Battery (KOER) - PASS			
Battery Voltage (No Load); Alternator		PASS	
MIN	13.73 Volts	PASS	
MAX	14.33 Volts	PASS	
AVG	14.1 Volts	PASS	
Peak-To-Peak	0.6 Volts	PASS	
Standard Deviation	0.12 Volts		
Additional Notes			
Battery Voltage (Under Load); Alternator		PASS	
MIN	14.1 Volts	PASS	
MAX	14.66 Volts	PASS	
AVG	14.29 Volts	PASS	Voltage is within normal range.
Peak-To-Peak	0.56 Volts	PASS	
Standard Deviation	0.08 Volts		
Additional Notes			
Control Module Voltage		PASS	
MIN	14.33 Volts	PASS	
MAX	14.53 Volts	PASS	
AVG	14.42 Volts	PASS	Voltage is within normal range.
Peak-To-Peak	0.2 Volts	PASS	
Standard Deviation	0.04 Volts		
Additional Notes			
Lowest Battery Voltage During Crank	8.37 V	PASS	
Additional Notes			

Powertrain Misc. - PASS

Engine Speed	0.0 RPM	PASS	
Additional Notes			
Manifold Absolute Pressure	28.35 in Hg		
Additional Notes			
Baro Pressure	28.35 in Hg	PASS	Should be atmospheric pressure, about 29.50 in Hg depending on altitude and weather conditions.
Additional Notes			
Engine Vacuum	1.57 in Hg		
Additional Notes			
Commanded EGR	0.0 %	PASS	
Additional Notes			
EGR Error	0.0 %	PASS	
Additional Notes			
Vehicle Speed Sensor	0 mph	PASS	
Additional Notes			

Report Details

Test	Value	Result	Note
Ignition Timing Advance for Cylinder 1	-64.0 deg		
Additional Notes			

Powertrain Misc. (KOER) - PASS

Engine Speed			
		PASS	
MIN	668.0 RPM	PASS	
MAX	691.0 RPM	PASS	
AVG	680.19 RPM	PASS	Within normal idle range
Peak-To-Peak	23.0 RPM	PASS	The engine is running smoothly
Standard Deviation	4.82 RPM		
Additional Notes			

Manifold Absolute Pressure			
		PASS	
MIN	9.15 in Hg	PASS	
MAX	9.45 in Hg	PASS	
AVG	9.26 in Hg	PASS	Pressure is within normal range
Peak-To-Peak	0.3 in Hg	PASS	Engine has a very stable manifold pressure
Standard Deviation	0.14 in Hg		
Additional Notes			

Baro Pressure			
		PASS	
MIN	28.35 in Hg	PASS	
MAX	28.35 in Hg	PASS	
AVG	28.35 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			

Engine Vacuum			
		PASS	
MIN	20.47 in Hg	PASS	
MAX	20.77 in Hg	PASS	
AVG	20.69 in Hg	PASS	Vacuum is within normal range.
Peak-To-Peak	0.3 in Hg	PASS	Engine has a very stable vacuum
Freq. of AVG	1.0 Hz		
Standard Deviation	0.13 in Hg		
Additional Notes			

Commanded EGR			
		PASS	
MIN	0.0 %		
MAX	0.0 %	PASS	
AVG	0.0 %	PASS	
Peak-To-Peak	0.0 %		
Standard Deviation	0.0 %		
Additional Notes			

EGR Error			
		PASS	
MIN	0.0 %		
MAX	0.0 %	PASS	
AVG	0.0 %	PASS	
Peak-To-Peak	0.0 %		

Report Details

Test	Value	Result	Note
Standard Deviation	0.0 %		
Additional Notes			
Ignition Timing Advance for Cylinder 1			
MIN	3.5 deg		
MAX	6.5 deg		
AVG	4.79 deg		
Peak-To-Peak	3.0 deg		
Standard Deviation	0.63 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	36V-2SD	PASS	
\$13 Location of O2 Sensors	33		
\$1D Location of O2 Sensors	NOT SUPPORTED	NOT SUPPORTED	
Additional Notes			
Fuel/Air Commanded Equivalence Ratio			
	1.999		
Additional Notes			

O2 Sensor Voltage (Location \$13)			
\$13, \$1D - O2 Volts, B1 S1	0.08 V		
\$13, \$1D - O2 Volts, B1 S2	0.88 V		
\$13 O2 Volts, B1 S3	NOT SUPPORTED	NOT SUPPORTED	
\$13 O2 Volts, B1 S4	NOT SUPPORTED	NOT SUPPORTED	
\$13 O2 Volts, B2 S1	0.06 V		
\$13 O2 Volts, B2 S2	0.88 V		
\$13 O2 Volts, B2 S3	NOT SUPPORTED	NOT SUPPORTED	
\$13 O2 Volts, B2 S4	NOT SUPPORTED	NOT SUPPORTED	
Additional Notes			

Oxygen Sensors (KOER) - **FAIL**

Fuel System Status	CLOSED LOOP	PASS	
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			

Report Details

Test	Value	Result	Note
O2 Bank 1 Sensor 1 (\$13)		FAIL	
MIN	0.12 Volts	PASS	
MAX	0.71 Volts	FAIL	O2 Sensor has not reported a RICH state.
AVG	0.5 Volts	PASS	
Peak-To-Peak	0.59 Volts	PASS	
Freq. of AVG	0.4 Hz	PASS	
Cross count	6	PASS	
Standard Deviation	0.21 Volts		
Lean to Rich Switch Time (Average)	313.0 ms	PASS	
Rich to Lean Switch Time (Average)	506.71 ms	FAIL	Sensor is switching too slow
# Samples	105		
O2 Histo - Lean	17.25 %		
O2 Histo - Center Lean	11.56 %		
O2 Histo - Center	7.43 %		
O2 Histo - Center Rich	63.77 %		
O2 Histo - Rich	0.0 %		
Additional Notes			
O2 Bank 1 Sensor 2 (\$13)		COND FAIL	
MIN	0.76 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	0.76 Volts	PASS	
AVG	0.76 Volts	COND FAIL	Engine running RICH.
Peak-To-Peak	0.0 Volts	COND FAIL	No or minimal sensor activity detected.
Freq. of AVG	0.0 Hz		
Cross count	0		
Standard Deviation	0.0 Volts		
Lean to Rich Switch Time (Average)	UNDETERMINED		
Rich to Lean Switch Time (Average)	UNDETERMINED		
# Samples	89		
O2 Histo - Lean	0.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	0.0 %		
O2 Histo - Center Rich	100.0 %		
O2 Histo - Rich	0.0 %		
Additional Notes			
O2 Bank 2 Sensor 1 (\$13)		FAIL	
MIN	0.1 Volts	PASS	
MAX	0.71 Volts	FAIL	O2 Sensor has not reported a RICH state.
AVG	0.44 Volts	PASS	
Peak-To-Peak	0.61 Volts		
Freq. of AVG	0.4 Hz	PASS	
Cross count	8	PASS	
Standard Deviation	0.25 Volts		
Lean to Rich Switch Time (Average)	158.0 ms	PASS	
Rich to Lean Switch Time (Average)	588.91 ms	FAIL	Sensor is switching too slow

Report Details

Test	Value	Result	Note
# Samples	106		
O2 Histo - Lean	33.83 %		
O2 Histo - Center Lean	6.56 %		
O2 Histo - Center	7.93 %		
O2 Histo - Center Rich	51.68 %		
O2 Histo - Rich	0.0 %		
Additional Notes			

O2 Bank 2 Sensor 2 (\$13)

Test	Value	Result	Note
MIN	0.76 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	0.76 Volts	PASS	
AVG	0.76 Volts	COND FAIL	Engine running RICH.
Peak-To-Peak	0.0 Volts	COND FAIL	No or minimal sensor activity detected.
Freq. of AVG	0.0 Hz		
Cross count	0		
Standard Deviation	0.0 Volts		
Lean to Rich Switch Time (Average)	UNDETERMINED		
Rich to Lean Switch Time (Average)	UNDETERMINED		
# Samples	106		
O2 Histo - Lean	0.0 %		
O2 Histo - Center Lean	0.0 %		
O2 Histo - Center	0.0 %		
O2 Histo - Center Rich	100.0 %		
O2 Histo - Rich	0.0 %		
Additional Notes			

Fuel/Air Commanded Equivalence Ratio

Test	Value	Result	Note
MIN	1.0		
MAX	1.0		
AVG	1.0		
Peak-To-Peak	0.0		
Standard Deviation	0.0		
Additional Notes			

Evaporative System - PASS

Test	Value	Result	Note
Commanded Evaporative Purge	0.0 %	PASS	
Additional Notes			

Evaporative System (KOER) - PASS

Test	Value	Result	Note
Commanded Evaporative Purge		PASS	
MIN	21.95 %		
MAX	21.95 %		
AVG	21.95 %	PASS	
Peak-To-Peak	0.0 %		
Standard Deviation	0.0 %		
Additional Notes			

Report Details

Test	Value	Result	Note
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Temperatures - **PASS**

Engine Coolant Temperature	199.4 °F	PASS	
Additional Notes			
Intake Air Temperature	98.6 °F	PASS	
Additional Notes			
ECT to IAT Comparison	UNDETERMINED	UNDETERMINED	Vehicle is already warmed up, Unable to examine results.
Engine Coolant Temp	199.4 °F	PASS	
Intake Air Temperature	98.6 °F	PASS	
Additional Notes			
Ambient Air Temperature	39.2 °F	PASS	
Additional Notes			
Catalyst Temperature Bank 1 Sensor 1	-40 °F	PASS	
Additional Notes			
Catalyst Temperature Bank 2 Sensor 1	-40 °F	PASS	
Additional Notes			

Temperatures (KOER) - **PASS**

Engine Coolant Temperature		PASS	
MIN	197.6 °F	PASS	
MAX	197.6 °F	PASS	
AVG	197.6 °F	PASS	
Peak-To-Peak	0 °F		
Standard Deviation	0 °F		
Additional Notes			
Intake Air Temperature		PASS	
MIN	96.8 °F	PASS	
MAX	96.8 °F	PASS	
AVG	96.8 °F	PASS	
Peak-To-Peak	0 °F		
Standard Deviation	0 °F		
Additional Notes			
Ambient Air Temperature		PASS	
MIN	39.2 °F	PASS	
MAX	39.2 °F	PASS	
AVG	39.2 °F	PASS	
Peak-To-Peak	0 °F		
Standard Deviation	0 °F		
Additional Notes			
Catalyst Temperature Bank 1 Sensor 1		PASS	
MIN	1113.8 °F	PASS	
MAX	1113.8 °F	PASS	
AVG	1113.8 °F	PASS	Within normal operating temperature

Report Details

Test	Value	Result	Note
Peak-To-Peak	0 °F		
Standard Deviation	0 °F		
Additional Notes			
Catalyst Temperature Bank 2 Sensor 1		PASS	
MIN	1113.8 °F	PASS	
MAX	1115.6 °F	PASS	
AVG	1113.93 °F	PASS	Within normal operating temperature
Peak-To-Peak	1.8 °F		
Standard Deviation	0.47 °F		
Additional Notes			

Fuel Trim - **PASS**

Short Term Fuel Trim B1	0.0 %	PASS	
Additional Notes			
Long Term Fuel Trim B1	6.25 %	PASS	
Additional Notes			
Short Term Fuel Trim B2	0.0 %	PASS	
Additional Notes			
Long Term Fuel Trim B2	4.69 %	PASS	
Additional Notes			

Fuel Trim (KOER) - **PASS**

Short Term Fuel Trim B1		PASS	
MIN	-2.34 %	PASS	
MAX	0.0 %	PASS	
AVG	-1.39 %	PASS	
Peak-To-Peak	2.34 %	PASS	
Standard Deviation	1.15 %		
Additional Notes			
Long Term Fuel Trim B1		PASS	
MIN	6.25 %	PASS	
MAX	6.25 %	PASS	
AVG	6.25 %	PASS	
Peak-To-Peak	0.0 %	PASS	
Standard Deviation	0.0 %		
Additional Notes			
Short Term Fuel Trim B2		PASS	
MIN	-3.12 %	PASS	
MAX	-0.78 %	PASS	
AVG	-1.7 %	PASS	
Peak-To-Peak	2.34 %	PASS	
Standard Deviation	0.81 %		
Additional Notes			
Long Term Fuel Trim B2		PASS	
MIN	4.69 %	PASS	

Report Details

Test	Value	Result	Note
MAX	4.69 %	PASS	
AVG	4.69 %	PASS	
Peak-To-Peak	0.0 %	PASS	
Standard Deviation	0.0 %		
Additional Notes			

Fuel/Pressure & Rates - PASS

Fuel Level Input	54.88 %	PASS	Fuel Level is at optimal test level
Additional Notes			

Fuel/Pressure & Rates (KOER) - PASS

Fuel Level Input		PASS	
MIN	55.66 %		
MAX	55.66 %		
AVG	55.66 %	PASS	Fuel Level is at optimal test level
Peak-To-Peak	0.0 %		
Standard Deviation	0.0 %		
Additional Notes			

Load/Torque - NOT GRADED

Calculated Load Value	0 %		
Additional Notes			
Absolute Load Value	0 %		
Additional Notes			

Load/Torque (KOER) - NOT GRADED

Calculated Load Value			
MIN	27.06 %		
MAX	29.41 %		
AVG	28.38 %		
Peak-To-Peak	2.35 %		
Standard Deviation	0.49 %		
Additional Notes			
Absolute Load Value			
MIN	18.03 %		
MAX	18.82 %		
AVG	18.22 %		
Peak-To-Peak	0.79 %		
Standard Deviation	0.25 %		
Additional Notes			

Throttle/Accelerator - PASS

Absolute Throttle Position	17.25 %	PASS	
Additional Notes			
Accelerator Pedal Position B-F			

Report Details

Test	Value	Result	Note
Absolute Throttle Position B	17.25 %		
Absolute Throttle Position C	NOT SUPPORTED	NOT SUPPORTED	
Absolute Throttle Position D	8.62 %		
Absolute Throttle Position E	4.31 %		
Absolute Throttle Position F	NOT SUPPORTED	NOT SUPPORTED	
Additional Notes			
Relative Throttle Position	6.66 %	PASS	
Additional Notes			
Absolute Throttle Position - Full Throttle Test			
MAX	17.25 %		
Additional Notes			
Relative Throttle Position - Full Throttle Test			
MAX	6.66 %		
Additional Notes			
Commanded Throttle Actuator Control	6.66 %		
Additional Notes			