

## Vehicle information

Hyundai 2013 Veloster(FS)

VIN: KMHTC6AE8DU158839

Diagnostics time: 2021/12/07 17:28

Mileage:

Path: Automatic selection > Hyundai(USA) > Auto scan > Live data  
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## Live data

NO.	Name	Value	Unit
1	[001]Immobilizer built-in	On	
2	[002]SMARTRA 2 Built-in	Off	
3	[003]SMARTRA 3 Built-in	Off	
4	[004]Smart key built-in	On	
5	[005]Fuel level sensor built-in	On	
6	[006]Fuel tank press sensor built-in	On	
7	[007]Low pressure fuel pump relay (Normally closed)	On	
8	[008]Manifold air pressure (MAP) sensor built-in	On	
9	[009]Mass air flow (MAF) sensor built-in	Off	
10	[010]Alternator pulse width modulation (PWM) built-in	On	
11	[011]A/C Pressure sensor built-in	On	
12	[012]Linear oxygen sensor built-in	On	
13	[013]ESP Built-in	On	
14	[014]CDA Built-in	Off	
15	[015]VVL Built-in	Off	
16	[016]Battery sensor built-in	On	
17	[017]Adapted cruise control built-in	Off	
18	[018]Leakage test type - Under pressure system	On	
19	[019]MIL On	Off	
20	[020]Ignition switch on	On	
21	[021]Fuel pump on	On	
22	[022]Main relay on	On	
23	[023]Fuel cut off condition	Off	
24	[024]Anti-Jerk function is active	Off	
25	[025]Variant coding	A/T	
26	[026]Driving status - D, R (A/T Only)	Off	
27	[027]Shift lever position - D (A/T Only)	Off	
28	[028]Torque control request for gear shifting	Off	
29	[029]Wheel speed sensor (WSS) signal from ABS	On	
30	[030]Open lock-Up clutch	Off	

31	[031]Leaded fuel pack (option)	Off
32	[032]Brake pedal switch active	On
33	[033]Brake lamp switch active	Off
34	[034]Engine operating status - Part load	Off
35	[035]Limitation of positive torque gradient active load shock damping	Off
36	[036]Engine operating status - Full load	Off
37	[037]Engine operating status - Idle	On
38	[038]Start over run relay activation	Off
39	[039]Start condition	Off
40	[040]Synchronization succeeded	On
41	[041]Condition idle controller active	On
42	[042]Electronic throttle control (ETC) learning is finished successfully	On
43	[043]Electronic throttle control (ETC) system built-in	On
44	[044]A/C On condition	On
45	[045]A/C Request to ECU (A/C Switch)	On
46	[046]A/C Compressor on	On
47	[047]Fan pulse width modulation (PWM) output built-in	On
48	[048]Non-AMS System built-in	Off
49	[049]Sensorless AMS system built-in	Off
50	[050]AMS System built-in	On
51	[051]Knocking detected	Off
52	[052]Knock control active	Off
53	[053]Knock control adaptation active	Off
54	[054]Condition canister purge active	On
55	[055]Canister purge phase on condition	On
56	[056]Canister shutoff valve closed	Off
57	[057]Variable camshaft pack	On
58	[058]Camshaft control condition	On
59	[059]Cam phasing advance control active - Intake camshaft (Bank 1)	Off
60	[060]Cam phasing advance control active - Exhaust camshaft (Bank 1)	Off
61	[061]Upstream lambda closed loop control active (Bank 1)	On
62	[062]Lambda control active	On
63	[063]Permit open-Loop operation by workshop tester	Off
64	[064]Condition for oxygen sensor upstream heating switch on	On
65	[065]Condition for oxygen sensor downstream heating switch on	On
66	[066]Power steering switch pressure sensor built-in	Off
67	[067]Comprehensive ignition monitoring (diesel)	Off
68	[068]Cruise control main lamp (option)	Off

69	[069]Cruise control set lamp (option)	Off	
70	[070]Cruise control cancel switch (option)	On	
71	[071]Cruise control resume switch (option)	Off	
72	[072]Condition high pressure pump actuator active (Bank 1)	On	
73	[073]Turbo dump (Recirculation) valve (RCV) on	On	
74	[074]Idle stop and go (ISG) system built-In (ISG)	Off	
75	[075]Invalid status of battery charge (AMS)	On	
76	[076]Invalid status of quiescent current (AMS)	Off	
77	[077]Invalid condition of battery sensor (AMS)	On	
78	[078]Response error flag from battery sensor (AMS)	Off	
79	[079]Exhaust gas recirculation (EGR) built-in	Off	
80	[080]LPI System built-in	Off	
81	[081]Bi-Fuel system built-in	Off	
82	[082]Flex fuel system built-In (FFV)	Off	
83	[083]Gasoline direct injection (GDI) system built-in	On	
84	[084]Fuel pump control module (FPCM) control by engine management system (EMS) ECU	Off	
85	[085]Fuel pump control module (FPCM) control by external FPCM ECU	Off	
86	[086]Battery voltage	14.03	V
87	[087]Battery voltage after ignition key	14.10	V
88	[088]Charge status of battery	71.9	%
89	[089]Actual engine speed	686	RPM
90	[090]Target idle rpm	680	RPM
91	[091]Pressure sensor (MAP) signal voltage	0.71	V
92	[092]Intake manifold air pressure (MAP)	6.616	psi
93	[093]Throttle opening	4.7	%
94	[094]Adapted throttle angle for idle	0.8	%
95	[095]Water temperature voltage	0.56	V
96	[096]Water temperature	187.25	°F
97	[097]Intake air temperature (IAT) sensor voltage	0.88	V
98	[098]Intake air temperature (IAT)	152.15	°F
99	[099]Engine oil temperature (EOT)	189.95	°F
100	[100]Fuel tank pressure value (option)	0.007	psi
101	[101]Oxygen sensor binary type (Bank 1) downstream (option)	0.702	V
102	[102]Oxygen sensor linear type (Bank 1) upstream (option)	1.39	V
103	[103]Vehicle speed	0.00	mph
104	[104]Relative charge value	25.9	%
105	[105]Purge control valve	8.1	%

106	[106]Injection time - Injector 1	0.82	ms
107	[107]Injection time - Injector 2	0.82	ms
108	[108]Injection time - Injector 3	0.82	ms
109	[109]Injection time - Injector 4	0.82	ms
110	[110]Altitude adaptation value	1.000	
111	[111]Barometric pressure	14.721	psi
112	[112]Current calculated load value	10.980	%
113	[113]Throttle position sensor (TPS) set point	4.688	%
114	[114]Electronic throttle control (ETC) motor duty cycle and direction	-16.731	%
115	[115]Adapted throttle angle for idle (S1)	0.463	V
116	[116]Adapted throttle angle for idle (S2)	4.531	V
117	[117]Throttle position sensor (TPS) 1	4.834	%
118	[118]Throttle position sensor (TPS) 2	4.834	%
119	[119]Throttle position sensor (TPS) angle 1 - Voltage	0.648	V
120	[120]Throttle position sensor (TPS) angle 2 - Voltage	4.350	V
121	[121]Boost pressure upstream throttle valve (Bank 1)	14.704	psi
122	[122]Desired boost pressure upstream throttle valve (Bank 1)	7.369	psi
123	[123]Turbocharger wastegate solenoid valve 1	15	%
124	[124]Voltage of boost pressure upstream throttle valve (Bank 1)	1.6	V
125	[125]A/C Pressure	178.883	psi
126	[126]Final output duty cycle to the fan actuator	39.99	%
127	[127]Filtered electric raw load on the alternator	52.80	%
128	[128]Engaged gear in A/T Vehicle	P, N, R	
129	[129]Torque decrease request from transaxle control unit (TCU)	2416.769	lbf ft
130	[130]Torque increase request from transaxle control unit (TCU)	-2416.843	lbf ft
131	[131]Accelerator pedal position sensor 1 voltage	742.6	mV
132	[132]Accelerator pedal position sensor 2 voltage	376.2	mV
133	[133]Accelerator pedal position (APP) sensor	0.000	%
134	[134]Battery current (AMS)	2.402	A
135	[135]Battery voltage (AMS)	14.192	V
136	[136]Battery temperature (AMS)	86.90	°F
137	[137]State of charge (SOC) of battery (AMS)	72	%
138	[138]Status of health of battery (AMS)	86	%
139	[139]State of function (SOF) of battery (AMS)	10.00	V
140	[140]Nominal capacity battery	60	Ah
141	[141]Target indicated torque	0.738	lbf ft
142	[142]Indicated actual torque	9.737	%
143	[143]Engine torque losses	10.547	lbf ft

144	[144]Air mass adaptation	-2.056	%
145	[145]Fuel adaptation (Idle) (Bank 1)	1.500	%
146	[146]Fuel adaptation at part load (Bank 1)	1.067	
147	[147]Canister loading factor	0.135	%
148	[148]Lowpass filtered fuel tank pressure	0.023	psi
149	[149]Fuel tank pressure voltage (option)	2.549	V
150	[150]The number of MSV on the engine	1	
151	[151]Filtered rail pressure real value (Absolute pressure)	579.72	psi
152	[152]Fuel rail pressure sensor voltage	1.3	V
153	[153]Angle to close fuel pressure regulator (FPR)	25.0	°
154	[154]Angle to open fuel pressure regulator (FPR)	36.0	°
155	[155]Fuel rail pressure set point	580.15	psi
156	[156]Status of noise reduction stage	5	
157	[157]Ignition output value (Cylinder 1)	2.25	°
158	[158]Ignition output value (Cylinder 2)	2.25	°
159	[159]Ignition output value (Cylinder 3)	3.00	°
160	[160]Ignition output value (Cylinder 4)	2.25	°
161	[161]Lambda sensor correction value - (Bank 1)	0.985	%
162	[162]Required lambda	1.00	%
163	[163]Actual lambda value	1.001	%
164	[164]Corrective value of the upstream LSU voltage	0.002	V
165	[165]Integrator value of catalyst downstream oxygen sensor	0.000	
166	[166]Mean amplitude of sensor signal behind catalyst (Bank 1)	0.977	
167	[167]Threshold value of catalyst defect	0.937	
168	[168]Oxygen heater (Bank 1 sensor 1) duty cycle (LSU)	44.98	%
169	[169]Oxygen heater (Bank 1 sensor 2) duty cycle (LSF)	98.00	%
170	[170]Oxygen sensor heating period - Downstream catalyst (Bank 1) (LSF)	0.088	Sec
171	[171]Oxygen sensor heating period - Upstream catalyst (Bank 1) (LSU)	0.86	Sec
172	[172]Ignition retard due to knock control (Cylinder 1)	0.00	°
173	[173]Ignition retard due to knock control (Cylinder 2)	0.00	°
174	[174]Ignition retard due to knock control (Cylinder 3)	0.00	°
175	[175]Ignition retard due to knock control (Cylinder 4)	0.00	°
176	[176]Knock control adaptation value (Cylinder 1)	0.00	°
177	[177]Knock control adaptation value (Cylinder 2)	0.00	°
178	[178]Knock control adaptation value (Cylinder 3)	0.00	°
179	[179]Knock control adaptation value (Cylinder 4)	0.00	°
180	[180]Intake camshaft actual position (Bank 1)	25.420	°
181	[181]Intake camshaft desired position (Bank 1)	24.960	°

182	[182]Intake camshaft phaser 1 duty cycle	7.505	%
183	[183]Exhaust camshaft actual position (Bank 1)	-13.712	°
184	[184]Exhaust camshaft desired position (Bank 1)	-13.970	°
185	[185]Exhaust camshaft phaser 1 duty cycle	7.505	%
186	[186]Angle of intake camshaft edges relative to crankshaft	676.0	°
187	[187]Angle of outlet - Camshaft edges relative to crankshaft	84.0	°
188	[188]Misfire cycle delay reason	No delay	
189	[189]Misfire current (Cylinder 1)	0	Count
190	[190]Misfire current (Cylinder 2)	0	Count
191	[191]Misfire current (Cylinder 3)	0	Count
192	[192]Misfire current (Cylinder 4)	0	Count
193	[193]Total counter of emission relevant misfiring of cylinder 1	0	Count
194	[194]Total counter of emission relevant misfiring of cylinder 2	0	Count
195	[195]Total counter of emission relevant misfiring of cylinder 3	0	Count
196	[196]Total counter of emission relevant misfiring of cylinder 4	0	Count
197	[197]Total counter of catalyst damaging misfiring of cylinder 1	0	Count
198	[198]Total counter of catalyst damaging misfiring of cylinder 2	0	Count
199	[199]Total counter of catalyst damaging misfiring of cylinder 3	0	Count
200	[200]Total counter of catalyst damaging misfiring of cylinder 4	0	Count
201	[201]Total counter of emission relevant misfiring of all cylinders	0	Count
202	[202]Total counter of catalyst damaging misfiring of all cylinders	0	Count
203	[203]Water temperature at start	189.95	°F
204	[204]Water temperature model	125.15	°F
205	[205]Lowpass filtered battery voltage	14.062	V
206	[206]Continuous operation time after engine start	123.8	Sec
207	[207]Operating time	34260	min
208	[208]Distance traveled when MIL on	0.00	miles
209	[209]Number of warm-Ups since stored confirmed DTC cleared	255	
210	[210]Number of DTC	0	