

2020 RAM 1500

Last Entered Odometer: 0 mi

PID	Description	Value
02	DTC that caused freeze frame data	Trouble Code P006D triggered Freeze Frame. Code Def - Barometric Pressure - Turbocharger/Supercharger Inlet Pressure Correlation Bank 1
04	Calculated Engine Load Value	0.0 %
05	Engine Coolant Temperature	96 °C, 205 °F
0B	Intake Manifold Absolute Pressure	97.1 kPa, 28.7 inHg
0C	Engine RPM	0 rpm
0D	Vehicle Speed	0 km/h, 0 MPH
10	Mass Air Flow Rate	0.00 g/s, 0.00 lb/min
11	Absolute Throttle Position	50.6 %
1F	Run Time Since Engine Start	773 seconds
23	Fuel Rail Pressure	170 kPa, 25 PSI
33	Barometric Pressure	107 kPa, 32 inHg
42	Control Module Voltage	13.160 V
43	Absolute Load Value	0.0 %
45	Relative Throttle Position	53.7 %
46	Ambient Air Temperature	26 °C, 79 °F
49	Accelerator Pedal Position D	7.8 %
4A	Accelerator Pedal Position E	7.8 %
4C	Commanded Throttle Actuator	98.0 %
4F	External Test Equipment Configuration Information #1	0
51	Fuel Type	0 N/A

5C	Engine Oil Temperature	98 °C, 208 °F
5D	Fuel Injection Timing	0.00 °
61	Driver's Demand Engine - Percent Torque	4 %
62	Actual Engine - Percent Torque	0 %
68	Intake Air Temperature Sensor Bank 1 Sensor 1	29 °C, 84 °F
68	Intake Air Temperature Sensor Bank 1 Sensor 2	36 °C, 97 °F
68	Intake Air Temperature Sensor Bank 1 Sensor 3	-7 °C, 19 °F
68	Intake Air Temperature Sensor Bank 2 Sensor 1	-40 °C, -40 °F
68	Intake Air Temperature Sensor Bank 2 Sensor 2	-40 °C, -40 °F
68	Intake Air Temperature Sensor Bank 2 Sensor 3	-40 °C, -40 °F
69	Actual EGR A Duty Cycle/Position	0.0 %
69	Commanded EGR A Duty Cycle/Position	0.0 %
69	EGR A Error	-74.2 %
69	Actual EGR B Duty Cycle/Position	0.0 %
69	Commanded EGR B Duty Cycle/Position	0.0 %
69	EGR B Error	0.0 %
6A	Commanded Diesel Intake Air Flow Control A Control	98.0 %
6A	Relative Intake Air Flow Control A Control	53.7 %
6A	Commanded Diesel Intake Air Flow Control B Control	12.9 %
6A	Relative Intake Air Flow Control B Control	0.0 %
6B	Exhaust Gas Recirculation Temperature Bank 1, Sensor 1	95 °C, 203 °F
6B	Exhaust Gas Recirculation Temperature Bank 1, Sensor 2	94 °C, 201 °F
6B	Exhaust Gas Recirculation Temperature Bank 2, Sensor 1	-7 °C, 19 °F
6B	Exhaust Gas Recirculation Temperature Bank 2, Sensor 2	-40 °C, -40 °F

6D	Fuel Rail Pressue A	84650 kPa, 12277 PSI
6D	Commanded Fuel Rail Pressure A	27000 kPa, 3916 PSI
6D	Fuel Rail Pressue B	0 kPa, 0 PSI
6D	Commanded Fuel Rail Pressure B	0 kPa, 0 PSI
6D	Fuel Rail Temperature A	42 °C, 108 °F
6D	Fuel Rail Temperature B	-6 °C, 21 °F
6E	Injection Control Pressure A	84650 kPa, 12277 PSI
6E	Commanded Injection Control Pressure A	27000 kPa, 3916 PSI
6E	Injection Control Pressure B	0 kPa, 0 PSI
6E	Commanded Injection Control Pressure B	0 kPa, 0 PSI
6F	Turbocharger Compressor Inlet Pressure Sensor A	99 kPa, 29 inHg
6F	Turbocharger Compressor Inlet Pressure Sensor B	0 kPa, 0 inHg
70	Boost Pressure A	267.28 kPa, 38.77 PSI
70	Commanded Boost Pressure A	99.97 kPa, 14.50 PSI
70	Boost Pressure Control Status A	0
70	Boost Pressure B	0.00 kPa, 0.00 PSI
70	Commanded Boost Pressure B	0.00 kPa, 0.00 PSI
70	Boost Pressure Control Status B	0
71	Variable Geometry Turbo A Position	40.0 %
71	Commanded Variable Geometry Turbo A Position	40.0 %
71	VGT A Control Status	0
71	Variable Geometry Turbo B Position	0.0 %
71	Commanded Variable Geometry Turbo B Position	12.9 %
71	VGT B Control Status	0
73	Exhaust Pressure Sensor Bank 1	99.50 kPa, 14.43 PSI
73	Exhaust Pressure Sensor Bank 2	84.48 kPa, 12.25 PSI
75	Turbocharger A Compressor Inlet Temperature	29 °C, 84 °F

75	Turbocharger A Compressor Outlet Temperature	65 °C, 149 °F
75	Turbocharger A Turbine Inlet Temperature	818 °C, 1504 °F
75	Turbocharger A Turbine Outlet Temperature	203 °C, 398 °F
77	Charge Air Cooler Temperature Bank 1, Sensor 1	65 °C, 149 °F
77	Charge Air Cooler Temperature Bank 1, Sensor 2	37 °C, 99 °F
77	Charge Air Cooler Temperature Bank 2, Sensor 1	-7 °C, 19 °F
77	Charge Air Cooler Temperature Bank 2, Sensor 2	-40 °C, -40 °F
78	Exhaust Gas Temperature Bank 1, Sensor 1	203.2 °C, 397.8 °F
78	Exhaust Gas Temperature Bank 1, Sensor 2	817.6 °C, 1503.7 °F
78	Exhaust Gas Temperature Bank 1, Sensor 3	227.4 °C, 441.3 °F
78	Exhaust Gas Temperature Bank 1, Sensor 4	-40.0 °C, -40.0 °F
7A	Diesel Particulate Filter Bank 1 Delta Pressure	0.00 kPa, 0.00 PSI
7A	Diesel Particulate Filter Bank 1 Inlet Pressure	84.48 kPa, 12.25 PSI
7A	Diesel Particulate Filter Bank 1 Outlet Pressure	0.00 kPa, 0.00 PSI
7C	Diesel Particulate Filter Temperature Bank 1 Inlet Temperature Sensor	211.1 °C, 412.0 °F
7C	Diesel Particulate Filter Temperature Bank 1 Outlet Temperature Sensor	816.2 °C, 1501.2 °F
7C	Diesel Particulate Filter Temperature Bank 2 Inlet Temperature Sensor	-40.0 °C, -40.0 °F
7C	Diesel Particulate Filter Temperature Bank 2 Outlet Temperature Sensor	-40.0 °C, -40.0 °F
81	Engine Run Time for AECD #1 - #5	0
82	Engine Run Time for AECD #6 - #10	0
85	Total run time by the engine while NOx warning mode is activated	0
85	Average Demanded Reagent Consumption	42.24 L/h, 11.16 gal/h
85	Reagent Tank Level	58.4 %
85	Average Reagent Consumption	0.00 L/h, 0.00 gal/h
88	SCR inducement system actual state	0

88	SCR inducement system state 10K history (0 - 10,000 km)	0
88	SCR inducement system state 20K history (10,000 - 20,000 km)	0
88	SCR inducement system state 30K history (20,000 - 30,000 km)	0
88	SCR inducement system state 40K history (30,000 - 40,000 km)	0
88	Distance travelled in current 10K block (0 - 10,000 km)	2719 km, 1690 mile
88	Distance travelled while inducement system active in current 10K block (0 - 10,000 km)	8448 km, 5249 mile
88	Distance travelled while inducement system active in current 20K block (10 - 20,000 km)	0 km, 0 mile
88	Distance travelled while inducement system active in current 30K block (20 - 30,000 km)	34 km, 21 mile
88	Distance travelled while inducement system active in current 40K block (30 - 40,000 km)	241 km, 150 mile
89	Engine Run Time for AECD #11 - #15	0
8B	Average Distance Between DPF Regen	607 km, 377 mile
8B	Average Time Between DPF Regen	8561 minutes
8B	Normalized Trigger for DPF Regen	20.0 %
8B	Diesel Aftertreatment Status	0
92	Fuel System Control Status (Compression Ignition)	0

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