



AEDS Certified -- Vehicle Electronic Condition Report -- AEDS Certified

VECR ID:		VS602_RO_01312014_145435;1 (For Retrieving VECR From Database)			
Date:		04-FEB-2014			
Technician:					
Fleet:					
Vehicle #:					
User Information			Vehicle Tested Information		
User	VAP Manufacturing, LLC		Maker	komatsu	
Address	16845 North 29th Ave, Ste 544, Phoenix, AZ 85053		Model	201 16	
Phone	877.925.5522	Fax	602.441.9601/9602	Year	2001
Email	mce7878560@comcast.net		Mileage	1000	
Time	13:04:03.923		VIN	T201	
Legend For Report Color And Code Name					
	Health Test Result is Very Good (LIKE NEW)			Health Test Result is Good (WITHIN SPEC)	
	Health Test Result is Approaching Failure			Health Test Result Failed	
P: Pass	F: Failed		N/R: Not Ready	N/A: Not Available	N/V: Not Valid

Test Conditions		General Vehicle Information	
Barometer	N/A	Vehicle Odometer	N/A
Ambient Air Temperature (F)	N/A	Total Vehicle Hours	N/A
Altitude	N/A	Total Engine Hours	N/A
Fuel Level 1	N/A	Total Idle Hours	N/A
Fuel Level 2	N/A	Total Idel Fuel Used (Gallons)	N/A
Time of Test (Start)	14:54:35	Total Fuel Used (Gallons)	N/A
Time of Test (Finish)	14:57:37	Average Fuel Economy (MPG)	N/A

VECR-1 Summary			
OBD-II Sensor Readings	5	7	0 0
Generic Powertrain System: ALL SENSOR READINGS ARE WITHIN NORMAL RANGE.			

VECR-2 Summary		
OBD-II DTC Test	Check Engine Light: ON <input type="checkbox"/> OFF <input checked="" type="checkbox"/>	DTCs: NONE <input checked="" type="checkbox"/> EXIST <input type="checkbox"/>

VECR Summary: VECRCheck Certified (Green): ALL MONITORED SYSTEMS ARE WITHIN NORMAL RANGE. TEST ID: VS602_RO_01312014_145435;1 --> THERE ARE NO PROBLEMS FOUND IN THIS VEHICLE. (Time To Generate Report= 0:03:02)

Disclaimer



A vehicle must operate until all of the readiness monitors have been run to know if there is an emission problem. If the battery is disconnected or the trouble codes are cleared, results will not be valid unless the readiness monitor is "complete". The vehicle must be running at operational temperature for at least 3 minutes to collect valid OBD II data PIDs.

VECR-1 for OBD-II Sensor Readings						
Generic Powertrain OBD II Parameters		Status	Operating Range	Measurement	Lower Spec	Upper Spec
1	% LOAD (PERCENT)			#16	0	100
2	ACCELERATOR PEDAL POSITION (PERCENT)			#6.8	0	100
3	ENGINE OIL PRESSURE (PSI)			51.63	0	128
4	ENGINE SPEED (RPM)			750.5	0	8160
5	ENGINE TEMP (DEGREES_F)			114.8	-704.2	768.2
6	FUEL PRESSURE (PSI)			#93.4	0	200
7	FUEL TEMPERATURE (DEGREES_F)			32	-40	304
8	INTAKE MANIFOLD PRESSURE (PSI)			#0	0	37
9	PTO TRIP FUEL - VEHICLE STATIONARY (GALLONS)			#0	0	4000
10	TOTAL PTO FUEL USED (GALLONS)			32	0	57
11	TURBO 1 BOOST PRESSURE (PSI)			#0.04	0	16
12	TURBO 1 SPEED (RPM)			#0	0	100000
13	Generic Powertrain OBD II Parameters	Status	Operating Range	Measurement	Lower Spec	Upper Spec

VECR-2 for OBD-II Diagnostic Trouble Code Test	
1.	Check Engine Light: ON <input type="checkbox"/> OFF <input checked="" type="checkbox"/>
2.	Generic Powertrain Test (Hard Failures and Pending Codes)

No. of Active DTC/Test Codes= 0 / Active DTC/Test Codes Count= 0 / No. of Inactive DTC/Test Codes= 1 / Inactive DTC/Test Codes Count= 1

Freeze Frame (Frame 0)																
J1939 Test Codes (DM1/DM2)																
A/I	ECU	ECU Description	SPN	FMI	Count	SPN/FMI Description	MI L	RS L	AW L	P L	fMI L	fRS L	fA WL	fP L	C M	
I	I	0	Engine #1	91	8	1	Percent Accelerator Pedal Position/Abnormal Frequency Or Pulse Width Or Period	0	0	0	0	3	3	3	3	0

J1939 Diagnostic Readiness (DM5)	
Test Type	Test Number
1	Number of Active Tests
	0



2	Number of Inactive Tests	0
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Comments:

Acronym used in the report

J1939 Test Codes

- **AI** : Active Tests or Inactive Tests.
- **ECU** : J1939 Source Address of the Electronic Control Unit.
- **ECU Description** : Textual Representation for the "ECU" Field.
- **SPN** : Test Code Number (a.k.a. "Suspect Parameter Number").
- **FMI** : Failure Mode Indicator
- **Count** : How Many Times This Test Has Occurred.
- **SPN/FMI Description** : Textual Representation of the SPN/FMI.
 - **MIL** : Malfunction Indicator Lamp.
 - A lamp used to relay only emissions-related trouble code information. This lamp is illuminated when there is an emission-related trouble code active.
- **RSL** : Red Stop Lamp.
 - This lamp is used to relay trouble code information that is of a severe enough condition that it warrants stopping the vehicle or equipment. Most equipment manufacturers populate this lamp on the dashboard or control panel.
- **AWL** : Amber Warning Lamp.
 - This lamp is used to relay trouble code information that is reporting a problem with the vehicle



system but the vehicle need not be immediately stopped. Most equipment manufacturers populate this lamp on the dashboard or control panel.

- **PL** : Protect Lamp.
 - This lamp is used to relay trouble code information with a vehicle system that is most probably not electronic subsystem related.
- **fMIL** : Flashing Malfunction Indicator Lamp.
- **fRSL** : Flashing Red Stop Lamp.
- **fAWL** : Flashing Amber Warning Lamp.
- **fPL** : Flashing Protect Lamp.
 - See J1939-73 Table 5 for detailed description of how these various lights are defined and used.
- **CM** : Test Code SPN Conversion Method
 - Used to indicate which SPN conversion method is being used. The only CM supported by this application is zero (most current). There is a possibility that a Test code (SPN) could be displayed incorrectly on some very old ECMs. For more information see J1939-73.

J1587 Test Codes

- **AI** : Active Tests or Inactive (Previously Active/Historic) Tests.
- **MID** : J1587 Message Identifier (Source Address) of the Electronic Control Unit.
- **MID Description** : Textual Representation for the "MID" Field.
- **Code** : Test Code Number.
 - Could Indicate a SID (Subsystem Identifier) or a PID (Parameter Identifier). See field "SID/PID" and "STD/PP2" fields. For more information on how to interpret this number, refer to the SAE J1587 specification.
- **FMI** : Failure Mode Indicator
- **Code/FMI Description** : Textual Representation of the Code/FMI.
 - This takes into account both the "SID/PID" and "STD/PP2" types of codes and displays information accordingly.
- **Count** : How Many Times This Test Has Occurred.
- **STD/PP2** : Standard Test or a PID Page 2 Test
 - This field indicates if a Test is a "standard" Test (SID or a PID from Page 1) or if that Test is from the second "Page" of PIDs.
 - A SID indicates a specific replaceable component on the vehicle (i.e. "Injector Cylinder 1"), whereas a PID represents a problem with a vehicle parameter (i.e. "Oil Pressure").
 - Since there were only a possibility of 255 PIDs on "Page 1", a second page of PIDs were added.



- For more information, see the SAE J1587 specification.
- **SID/PID** : Subsystem Identifier/Parameter Identifier.
 - A SID indicates a specific replaceable component on the vehicle (i.e. "Injector Cylinder 1"), whereas a PID represents a problem with a vehicle parameter (i.e. "Oil Pressure").
 - For more information, see the SAE J1587 specification.