

2012 - Mazda6 - Engine

DIAGNOSTIC MONITORING TEST RESULTS [MZI 3.7 V6]

- The purpose of this test mode is to confirm the result of OBD-II monitor diagnostic test results. The result values stored when particular monitor is completed are displayed.If the monitor is not completed, initial value is displayed.

OBD monitor ID	Test ID	Description	Related system	Scaling ID	Unit
01	84	A/F sensor (RH) lambda activity test	A/F sensor, HO2S	02	Raw value
01	87	A/F sensor (RH) rich to lean response time		10	Time
01	88	A/F sensor (RH) lean to rich response time		10	Time
02	85	HO2S (RH) fuel shut-off rich to lean response rate		B1	Voltage per time
02	86	HO2S (RH) fuel shut-off rich to lean response time delay		10	Time
21	81	Oxygen storage capacity	Catalyst	20	Ratio
32	82	Upstream hose disconnected test	EGR	FD	Pressure
32	83	Downstream hose disconnected		FD	Pressure
32	84	Stuck open valve test		FD	Pressure
32	85	EGR flow test		FD	Pressure
33	80	Sum of MAP-delta and IMAP-delta		17	Pressure
33	81	EGR-on MAP		17	Pressure
33	82	EGR degradation index		05	Raw value
35	82	Intake camshaft advanced position error		1C	Angle

35	83	Intake camshaft retarded position error	Variable valve timing	1C	Angle
35	84	Exhaust camshaft advanced position error		1C	Angle
35	85	Exhaust camshaft retarded position error		1C	Angle
3A	80	Phase 0 excessive vacuum limit	EVAP system	FE	Pa
3A	81	Phase 4 purge valve stuck open limit		FE	Pa
3A	82	Phase 0 gross leak limit		FE	Pa
3B	80	Phase 2 0.040" leak check vacuum bleedup and maximum 0.040" leak threshold		FE	Pa
3C	80	Phase 2 0.020" leak check vacuum bleedup and maximum leak threshold		FE	Pa
3C	81	Natural vacuum 0.02" leak test positive pressure build limit-EONV		FE	Pa
3C	82	Natural vacuum 0.02" leak test negative pressure build limit-EONV		FE	Pa
3C	83	Natural Vacuum 0.02" leak test fault filter limit-EONV		03	Raw Value
3D	80	Blocked EVAP system line-screening test		A9	Pa/s
3D	81	Blocked EVAP system line-fault confirmation test		FE	Pa
3D	82	Vapor blocking valve performance		FE	Pa
41	81	A/F sensor heater (RH) current	A/F sensor, HO2S	0E	current
42	81	HO2S (RH) heater current		0E	current
45	81	A/F sensor heater (LH) current		0E	current
46	81	HO2S (LH) heater current		0E	current
81	80	Relative cylinder air/fuel ratio imbalance	Fuel system	20	Ratio
A1	80	Type A misfire rate (engine 200 rpm)		30	%
A1	81	Type B misfire rate (engine 1000 rpm)		30	%

A1	82	Highest misfire rate type A (engine 200 rpm)	Misfire	30	%
A1	83	Highest misfire rate type B (engine 1000 rpm)		30	%
A1	84	Inferred catalyst mid-bed temperature		16	°C
A2	0B	Cylinder No.1 average misfire counts for last 10 DC		24	Counts
A2	0C	Cylinder No.1 misfire counts for last/current DC		24	Counts
A2	80	Cylinder No.1 type A misfire rate (engine 200 rpm)		30	%
A2	81	Cylinder No.1 type B misfire rate (engine 1000 rpm)		30	%
A3	0B	Cylinder No.2 average misfire counts for last 10 DC		24	Counts
A3	0C	Cylinder No.2 misfire counts for last/current DC		24	Counts
A3	80	Cylinder No.2 type A misfire rate (engine 200 rpm)		30	%
A3	81	Cylinder No.2 type B misfire rate (engine 1000 rpm)		30	%
A4	0B	Cylinder No.3 average misfire counts for last 10 DC		24	Counts
A4	0C	Cylinder No.3 misfire counts for last/current DC		24	Counts
A4	80	Cylinder No.3 type A misfire rate (engine 200 rpm)		30	%
A4	81	Cylinder No.3 type B misfire rate (engine 1000 rpm)		30	%
A5	0B	Cylinder No.4 average misfire counts for last 10 DC		24	Counts
A5	0C	Cylinder No.4 misfire counts for last/current DC		24	Counts
A5	80	Cylinder No.4 type A misfire rate (engine 200 rpm)		30	%
A5	81	Cylinder No.4 type B misfire rate (engine 1000 rpm)		30	%

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