
Diagnostic Report

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VIN: JN1CV6AP6AM403569

Manufacturer: Infiniti

Model: G37 Sedan

Option: 3.7L

Year: 2010

Monitor Status Report

ECM-EngineControl

| Name | Continuous | Status |
|-----------------------------|------------|--------------------------------|
| Misfire | Yes | ECU has completed this test |
| Fuel System | Yes | ECU has completed this test |
| Comprehensive Component | Yes | ECU has completed this test |
| Catalyst | No | ECU has completed this test |
| Heated Catalyst | No | ECU does not support this test |
| Evap System | No | ECU has completed this test |
| Secondary Air System | No | ECU does not support this test |
| Gasoline Particulate Filter | No | ECU does not support this test |
| Oxygen Sensor | No | ECU has completed this test |
| Oxygen Sensor Heater | No | ECU has completed this test |
| EGR and/or VVT System | No | ECU does not support this test |

MIL On

Number of Confirmed Codes: 2

Readiness Standard: None

This vehicle is not ready for emissions testing.

Reason

- ECM-EngineControl
 - The MIL is On
 - Confirmed trouble codes have been detected

Trouble Code Report

| ECU | Code | Type | Status | UDS Status | Description |
|-------------------|-------|------------|-----------|------------|---|
| ECM-EngineControl | P006A | PowerTrain | Confirmed | N/A | Manufacturer Defined |
| ECM-EngineControl | P0101 | PowerTrain | Confirmed | N/A | Mass or Volume Air Flow Circuit Range/Performance |
| ECM-EngineControl | P006A | PowerTrain | Pending | N/A | Manufacturer Defined |
| ECM-EngineControl | P0101 | PowerTrain | Pending | N/A | Mass or Volume Air Flow Circuit Range/Performance |
| ECM-EngineControl | P0101 | PowerTrain | Permanent | N/A | Mass or Volume Air Flow Circuit Range/Performance |
| ECM-EngineControl | P006A | PowerTrain | Permanent | N/A | Manufacturer Defined |

Additional Information

| Description | Value | Units |
|--|---------|-------|
| Malfunction indicator lamp (MIL) status | On | |
| Freeze frame DTC | P0101 | |
| Distance traveled while MIL is activated | 5.59 | miles |
| Engine run time run while MIL is activated | 23 | min |
| Number of warm-ups since DTCs cleared | 92 | |
| Distance traveled since DTCs cleared | 1237.77 | miles |
| Engine run time since DTCs cleared | 2506 | min |

Mode \$01 - Powertrain Diagnostic Data

| PID | Description | Value | Units |
|----------|---------------------------------|--------|-------|
| SAE 0x03 | Fuel system 1 status | 2 | |
| SAE 0x03 | Fuel system 2 status | 2 | |
| SAE 0x04 | Calculated load value | 31.76 | % |
| SAE 0x05 | Engine coolant temperature | 194 | °F |
| SAE 0x06 | Short term fuel % trim - Bank 1 | -17.97 | % |
| SAE 0x07 | Long term fuel % trim - Bank 1 | 0 | % |

| | | | |
|----------|--|---------|-------|
| SAE 0x08 | Short term fuel % trim - Bank 2 | -17.19 | % |
| SAE 0x09 | Long term fuel % trim - Bank 2 | 0 | % |
| SAE 0x0B | Intake manifold absolute pressure | 13.88 | inHg |
| SAE 0x0C | Engine RPM | 987.5 | RPM |
| SAE 0x0D | Vehicle speed | 0 | MPH |
| SAE 0x0E | Ignition timing advance for #1 cylinder | 10 | deg |
| SAE 0x0F | Intake air temperature | 122 | °F |
| SAE 0x11 | Absolute throttle position | 3.53 | % |
| SAE 0x13 | Location of oxygen sensors | 51 | |
| SAE 0x15 | O2 voltage (Bank 1, Sensor 2) | 0.67 | V |
| SAE 0x15 | Short term fuel trim (Bank 1, Sensor 2) | 99.219 | % |
| SAE 0x19 | O2 voltage (Bank 2, Sensor 2) | 0.68 | V |
| SAE 0x19 | Short term fuel trim (Bank 2, Sensor 2) | 99.219 | % |
| SAE 0x1C | OBD requirements to which vehicle or engine is certified | 1 | |
| SAE 0x1F | Time since engine start | 204 | sec |
| SAE 0x21 | Distance traveled while MIL is activated | 5.59 | miles |
| SAE 0x24 | O2 sensor lambda (Bank 1, Sensor 1) | 1.004 | |
| SAE 0x24 | O2 sensor voltage wide range (Bank 1, Sensor 1) | 2.26 | V |
| SAE 0x28 | O2 sensor lambda (Bank 2, Sensor 1) | 1.006 | |
| SAE 0x28 | O2 sensor voltage wide range (Bank 2, Sensor 1) | 2.275 | V |
| SAE 0x2E | Commanded evaporative purge | 0 | % |
| SAE 0x2F | Fuel level input | 43.53 | % |
| SAE 0x30 | Number of warm-ups since DTCs cleared | 92 | |
| SAE 0x31 | Distance traveled since DTCs cleared | 1237.77 | miles |
| SAE 0x32 | Evap system vapor pressure | 0 | inH2O |
| SAE 0x33 | Barometric pressure | 29.23 | inHg |
| SAE 0x3C | Catalyst temperature (Bank 1 Sensor 1) | 212 | °F |
| SAE 0x3D | Catalyst temperature (Bank 2 Sensor 1) | 212 | °F |
| SAE 0x42 | Control module voltage | 13.12 | V |
| SAE 0x43 | Absolute load value | 29.02 | % |
| SAE 0x44 | Fuel/Air commanded equivalence ratio | 1 | |
| SAE 0x45 | Relative throttle position | 0 | % |
| SAE 0x47 | Absolute throttle position B | 3.14 | % |
| SAE 0x49 | Accelerator pedal position D | 0 | % |
| SAE 0x4A | Accelerator pedal position E | 0 | % |
| SAE 0x4C | Commanded throttle actuator control | 3.53 | % |
| SAE 0x4D | Engine run time run while MIL is activated | 23 | min |
| SAE 0x4E | Engine run time since DTCs cleared | 2506 | min |
| SAE 0x51 | Fuel type | 1 | |

| | | | |
|----------|-------------------------------------|------|--------|
| SAE 0x66 | Mass air flow sensor A, B supported | 3 | |
| SAE 0x66 | Mass air flow sensor A | 0.67 | lb/min |
| SAE 0x66 | Mass air flow sensor B | 0.75 | lb/min |
| Aux 0x00 | Input voltage read by the scan tool | 12.3 | V |

Mode \$02 - Freeze Frame

First Occurrence

| Description | Value | Units |
|---|--|-------|
| Freeze frame DTC | P0101 | |
| I/M Readiness Data | MIL On, # Trouble Codes 1 Misfire: Complete Fuel System: Complete Comprehensive Component: Complete Catalyst: Complete Heated Catalyst: Not Available Evap System: Complete Secondary Air System: Not Available Gasoline Particulate Filter: Not Available Oxygen Sensor: Complete Oxygen Sensor Heater: Complete EGR and/or VVT System: Not Available | |
| Fuel system 1 status | 4 | |
| Fuel system 2 status | 4 | |
| Calculated load value | 84.71 | % |
| Engine coolant temperature | 194 | °F |
| Short term fuel % trim - Bank 1 | 0 | % |
| Long term fuel % trim - Bank 1 | 0 | % |
| Short term fuel % trim - Bank 2 | 0 | % |
| Long term fuel % trim - Bank 2 | 0 | % |
| Intake manifold absolute pressure | 22.15 | inHg |
| Engine RPM | 3350 | RPM |
| Vehicle speed | 39.77 | MPH |
| Ignition timing advance for #1 cylinder | -4 | deg |

| | | |
|---|---------|-------|
| Intake air temperature | 96.8 | °F |
| Absolute throttle position | 20 | % |
| O2 voltage (Bank 1, Sensor 2) | 0.95 | V |
| Short term fuel trim (Bank 1, Sensor 2) | 99.219 | % |
| O2 voltage (Bank 2, Sensor 2) | 0.95 | V |
| Short term fuel trim (Bank 2, Sensor 2) | 99.219 | % |
| Time since engine start | 276 | sec |
| Distance traveled while MIL is activated | 0 | miles |
| O2 sensor lambda (Bank 1, Sensor 1) | 0.682 | |
| O2 sensor voltage wide range (Bank 1, Sensor 1) | 0.01 | V |
| O2 sensor lambda (Bank 2, Sensor 1) | 0.682 | |
| O2 sensor voltage wide range (Bank 2, Sensor 1) | 0.01 | V |
| Commanded evaporative purge | 0 | % |
| Fuel level input | 45.49 | % |
| Number of warm-ups since DTCs cleared | 90 | |
| Distance traveled since DTCs cleared | 1232.18 | miles |
| Evap system vapor pressure | 0 | inH2O |
| Barometric pressure | 29.53 | inHg |
| Catalyst temperature (Bank 1 Sensor 1) | 924.8 | °F |

| | | |
|--|---|--------|
| Catalyst temperature (Bank 2 Sensor 1) | 924.8 | °F |
| Monitor status this driving cycle | Misfire: Not Available Fuel System: Not Available Comprehensive Component: Complete Catalyst: Not Available Heated Catalyst: Not Available Evap System: Not Available Secondary Air System: Not Available Gasoline Particulate Filter: Not Available Oxygen Sensor: Not Available Oxygen Sensor Heater: Complete EGR and/or VVT System: Not Available | |
| Control module voltage | 12.96 | V |
| Absolute load value | 81.57 | % |
| Fuel/Air commanded equivalence ratio | 1.02 | |
| Relative throttle position | 13.73 | % |
| Absolute throttle position B | 20 | % |
| Accelerator pedal position D | 34.51 | % |
| Accelerator pedal position E | 34.9 | % |
| Commanded throttle actuator control | 19.61 | % |
| Engine run time run while MIL is activated | 0 | min |
| Engine run time since DTCs cleared | 2482 | min |
| Fuel type | 1 | |
| Mass air flow sensor A, B supported | 3 | |
| Mass air flow sensor A | 5.96 | lb/min |
| Mass air flow sensor B | 8.55 | lb/min |

Mode \$05 - Oxygen Sensors

| Sensor | Available |
|-------------------|-----------|
| Bank 1 - Sensor 1 | Yes |
| Bank 1 - Sensor 2 | Yes |
| Bank 1 - Sensor 3 | No |
| Bank 1 - Sensor 4 | No |
| Bank 2 - Sensor 1 | Yes |
| Bank 2 - Sensor 2 | Yes |
| Bank 2 - Sensor 3 | No |
| Bank 2 - Sensor 4 | No |

Mode \$06 - On-Board Monitoring

| Component | Description | Value | Minimum | Maximum | Units | Result |
|--|---|--------|---------|---------|-------|--------|
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$83 - Manufacturer Defined | 2.32 | 0.4 | 65.535 | V | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$84 - Manufacturer Defined | 2.32 | 0 | 4.399 | V | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$85 - Manufacturer Defined | 1.93 | 0 | 2.149 | V | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$86 - Manufacturer Defined | 5.065 | 2.25 | 65.535 | V | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$87 - Manufacturer Defined | 0.786 | 0.3 | 65.535 | | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$88 - Manufacturer Defined | 0.76 | 0.3 | 65.535 | | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$89 - Manufacturer Defined | -0.032 | -32.768 | 0.449 | | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$8A - Manufacturer Defined | -0.032 | -0.45 | 32.767 | | Pass |
| \$01 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 1 | TID \$8B - Manufacturer Defined | 0.615 | 0.05 | 65.535 | V | Pass |
| \$02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID \$07 - Minimum sensor voltage for test cycle (calculated) | 0.17 | 0 | 0.17 | V | Pass |

| | | | | | | |
|---|---|--------|---------|--------|---|------|
| \$02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID \$08 - Maximum sensor voltage for test cycle (calculated) | 0.7 | 0.7 | 2.55 | V | Pass |
| \$02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID \$80 - Manufacturer Defined | 0.61 | 0 | 1.19 | V | Pass |
| \$02 - Exhaust Gas Sensor Monitor Bank 1 – Sensor 2 | TID \$81 - Manufacturer Defined | 0.14 | 0.12 | 2.55 | V | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$83 - Manufacturer Defined | 2.35 | 0.4 | 65.535 | V | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$84 - Manufacturer Defined | 2.35 | 0 | 4.399 | V | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$85 - Manufacturer Defined | 1.995 | 0 | 2.149 | V | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$86 - Manufacturer Defined | 5.065 | 2.25 | 65.535 | V | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$87 - Manufacturer Defined | 0.896 | 0.3 | 65.535 | | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$88 - Manufacturer Defined | 0.81 | 0.3 | 65.535 | | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$89 - Manufacturer Defined | -0.062 | -32.768 | 0.449 | | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$8A - Manufacturer Defined | -0.062 | -0.45 | 32.767 | | Pass |
| \$05 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 1 | TID \$8B - Manufacturer Defined | 0.06 | 0.05 | 65.535 | V | Pass |
| \$06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID \$07 - Minimum sensor voltage for test cycle (calculated) | 0.17 | 0 | 0.17 | V | Pass |
| \$06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID \$08 - Maximum sensor voltage for test cycle (calculated) | 0.7 | 0.7 | 2.55 | V | Pass |
| \$06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID \$80 - Manufacturer Defined | 0.38 | 0 | 1.19 | V | Pass |
| \$06 - Exhaust Gas Sensor Monitor Bank 2 – Sensor 2 | TID \$81 - Manufacturer Defined | 0.25 | 0.12 | 2.55 | V | Pass |

| | | | | | | |
|--|---|--------|-------|--------|--------|-------------|
| \$21 - Catalyst Monitor Bank 1 | TID \$80 - Manufacturer Defined | 22 | 10 | 255 | | Pass |
| \$21 - Catalyst Monitor Bank 1 | TID \$82 - Manufacturer Defined | 0 | 0 | 0 | | Pass |
| \$22 - Catalyst Monitor Bank 2 | TID \$80 - Manufacturer Defined | 23 | 10 | 255 | | Pass |
| \$22 - Catalyst Monitor Bank 2 | TID \$82 - Manufacturer Defined | 0 | 0 | 0 | | Pass |
| \$3C - EVAP Monitor (0.020") | TID \$81 - Manufacturer Defined | 0.455 | 0.43 | 32.767 | kPa | Pass |
| \$3C - EVAP Monitor (0.020") | TID \$82 - Manufacturer Defined | 32.767 | 0.1 | 32.767 | kPa | Pass |
| \$3D - Purge Flow Monitor | TID \$83 - Manufacturer Defined | 0.03 | 0.02 | 655.35 | V | Pass |
| \$41 - Exhaust Gas Sensor Heater Monitor Bank 1 – Sensor 1 | TID \$81 - Manufacturer Defined | 1.025 | 0.39 | 4.779 | V | Pass |
| \$42 - Exhaust Gas Sensor Heater Monitor Bank 1 – Sensor 2 | TID \$80 - Manufacturer Defined | 1.6 | 0.24 | 4.71 | V | Pass |
| \$45 - Exhaust Gas Sensor Heater Monitor Bank 2 – Sensor 1 | TID \$81 - Manufacturer Defined | 1.025 | 0.39 | 4.779 | V | Pass |
| \$46 - Exhaust Gas Sensor Heater Monitor Bank 2 – Sensor 2 | TID \$80 - Manufacturer Defined | 1.5 | 0.24 | 4.71 | V | Pass |
| \$81 - Fuel System Monitor Bank 1 | TID \$80 - Manufacturer Defined | 85.61 | 77.01 | 130.99 | % | Pass |
| \$81 - Fuel System Monitor Bank 1 | TID \$81 - Manufacturer Defined | 0 | 0 | 0 | counts | Pass |
| \$82 - Fuel System Monitor Bank 2 | TID \$80 - Manufacturer Defined | 87.11 | 77.01 | 130.99 | % | Pass |
| \$82 - Fuel System Monitor Bank 2 | TID \$81 - Manufacturer Defined | 0 | 0 | 0 | counts | Pass |
| \$A2 - Misfire Cylinder 1 Data | TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 0 | 0 | 65535 | counts | Pass |
| \$A2 - Misfire Cylinder 1 Data | TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 0 | 0 | 65535 | counts | Pass |

| | | | | | | |
|--------------------------------|---|---|---|-------|--------|------|
| \$A3 - Misfire Cylinder 2 Data | TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 0 | 0 | 65535 | counts | Pass |
| \$A3 - Misfire Cylinder 2 Data | TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 0 | 0 | 65535 | counts | Pass |
| \$A4 - Misfire Cylinder 3 Data | TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 0 | 0 | 65535 | counts | Pass |
| \$A4 - Misfire Cylinder 3 Data | TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 0 | 0 | 65535 | counts | Pass |
| \$A5 - Misfire Cylinder 4 Data | TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 0 | 0 | 65535 | counts | Pass |
| \$A5 - Misfire Cylinder 4 Data | TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 0 | 0 | 65535 | counts | Pass |
| \$A6 - Misfire Cylinder 5 Data | TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 0 | 0 | 65535 | counts | Pass |
| \$A6 - Misfire Cylinder 5 Data | TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 0 | 0 | 65535 | counts | Pass |
| \$A7 - Misfire Cylinder 6 Data | TID \$0B - EWMA (Exponential Weighted Moving Average) misfire counts for last ten (10) driving cycles | 0 | 0 | 65535 | counts | Pass |
| \$A7 - Misfire Cylinder 6 Data | TID \$0C - Misfire counts for last/current driving cycles (calculated, rounded to an integer value) | 0 | 0 | 65535 | counts | Pass |

Mode \$09 - Vehicle Information

General Information

| Description | Value |
|---|-------------------|
| Vehicle Identification Number | JN1CV6AP6AM403569 |
| Calibration ID - ECM-EngineControl | 1JL14A |
| Calibration ID - ECM-EngineControl | GH0906 |
| Calibration ID - ECM-EngineControl | VJK00B |
| Calibration Verification Number - ECM-EngineControl | 11D32B2C |
| Calibration Verification Number - ECM-EngineControl | 0000536F |

In-Performance Tracking

| ECU | Counter | Description | Value |
|-------------------|---------|--|-------|
| ECM-EngineControl | 0x00 | OBD Monitoring Conditions Encountered Counts | 6821 |
| ECM-EngineControl | 0x01 | Ignition Cycle Counter | 18462 |
| ECM-EngineControl | 0x02 | Catalyst Monitor Completion Counts Bank 1 | 10611 |
| ECM-EngineControl | 0x03 | Catalyst Monitor Conditions Encountered Counts Bank 1 | 6770 |
| ECM-EngineControl | 0x04 | Catalyst Monitor Completion Counts Bank 2 | 10617 |
| ECM-EngineControl | 0x05 | Catalyst Monitor Conditions Encountered Counts Bank 2 | 6770 |
| ECM-EngineControl | 0x06 | O2 Sensor Monitor Completion Counts Bank 1 | 8850 |
| ECM-EngineControl | 0x07 | O2 Sensor Monitor Conditions Encountered Counts Bank 1 | 6770 |
| ECM-EngineControl | 0x08 | O2 Sensor Monitor Completion Counts Bank 2 | 8812 |
| ECM-EngineControl | 0x09 | O2 Sensor Monitor Conditions Encountered Counts Bank 2 | 6770 |
| ECM-EngineControl | 0x0A | EGR and/or VVT Monitor Completion Condition Counts | 14893 |
| ECM-EngineControl | 0x0B | EGR and/or VVT Monitor Conditions Encountered Counts | 6818 |
| ECM-EngineControl | 0x0E | EVAP Monitor Completion Condition Counts | 2857 |
| ECM-EngineControl | 0x0F | EVAP Monitor Conditions Encountered Counts | 1667 |

