

# 1999 XKR OBDII readout

## At Idle

Port Status: ● COM3 ready (device connected) Reset interface  
Refresh rate: Instantaneous: 3.57Hz Average: 4.04Hz

<span style="color: green;">ON</span>	Absolute Throttle Position: 2.7%
<span style="color: green;">ON</span>	Engine RPM: 649 rpm
<span style="color: green;">ON</span>	Vehicle Speed: 0 mph
<span style="color: green;">ON</span>	Calculated Load Value: 29.8%
<span style="color: green;">ON</span>	Timing Advance (Cyl. #1): 6.0°
<span style="color: green;">ON</span>	Intake Manifold Pressure: 43.1 inHg
<span style="color: green;">ON</span>	Air Flow Rate (MAF sensor): 10 lb/min
<span style="color: green;">ON</span>	Fuel System 1 Status: closed loop
<span style="color: green;">ON</span>	Fuel System 2 Status: closed loop

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Port Status: ● COM3 ready (device connected) Reset interface  
Refresh rate: Instantaneous: 4.00Hz Average: 2.96Hz

<span style="color: green;">ON</span>	Short Term Fuel Trim (Bank 1): -11.7%
<span style="color: green;">ON</span>	Long Term Fuel Trim (Bank 1): -15.6%
<span style="color: green;">ON</span>	Short Term Fuel Trim (Bank 2): -12.5%
<span style="color: green;">ON</span>	Long Term Fuel Trim (Bank 2): -15.6%
<span style="color: green;">ON</span>	Intake Air Temperature: 78° F
<span style="color: green;">ON</span>	Coolant Temperature: 194° F
<span style="color: green;">ON</span>	Fuel Pressure (gauge): N/A
<span style="color: green;">ON</span>	Secondary air status: N/A
<span style="color: green;">ON</span>	Power Take-Off Status: N/A

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Port Status: ● COM3 ready (device connected) Reset interface  
Refresh rate: Instantaneous: 1.72Hz Average: 1.84Hz

<span style="color: green;">ON</span>	O2 Sensor 1, Bank 1: N/A
<span style="color: green;">ON</span>	O2 Sensor 2, Bank 1: 0.715 V @ -1.6% s.t. fuel trim
<span style="color: green;">ON</span>	O2 Sensor 3, Bank 1: N/A
<span style="color: green;">ON</span>	O2 Sensor 4, Bank 1: N/A
<span style="color: green;">ON</span>	O2 Sensor 1, Bank 2: N/A
<span style="color: green;">ON</span>	O2 Sensor 2, Bank 2: 0.780 V @ -0.8% s.t. fuel trim
<span style="color: green;">ON</span>	O2 Sensor 3, Bank 2: N/A
<span style="color: green;">ON</span>	O2 Sensor 4, Bank 2: N/A
<span style="color: green;">ON</span>	OBD conforms to: OBD (Federal EPA)

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ScanTool.net113

Refresh rate: Instantaneous: N/A Average: N/A [Reset Interface](#)

[ON](#) O2 Sensor 1, Bank 1 (WR): N/A

[ON](#) O2 Sensor 2, Bank 1 (WR): N/A

[ON](#) O2 Sensor 3, Bank 1 (WR): N/A

[ON](#) O2 Sensor 4, Bank 1 (WR): N/A

[ON](#) O2 Sensor 1, Bank 2 (WR): N/A

[ON](#) O2 Sensor 2, Bank 2 (WR): N/A

[ON](#) O2 Sensor 3, Bank 2 (WR): N/A

[ON](#) O2 Sensor 4, Bank 2 (WR): N/A

[ON](#) Time Since Engine Start: N/A

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ScanTool.net113

Refresh rate: Instantaneous: N/A Average: N/A [Reset Interface](#)

[ON](#) FRP rel. to manifold vacuum: N/A

[ON](#) Fuel Pressure (gauge): N/A

[ON](#) Commanded EGR: N/A

[ON](#) EGR Error: N/A

[ON](#) Commanded Evaporative Purge: N/A

[ON](#) Fuel Level Input: N/A

[ON](#) Warm-ups since ECU reset: N/A

[ON](#) Distance since ECU reset: N/A

[ON](#) Evap System Vapor Pressure: N/A

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ScanTool.net113

Refresh rate: Instantaneous: 3.03Hz Average: 192Hz [Reset Interface](#)

[ON](#) O2 Sensor 1, Bank 1 (WR): -0.246 mA, Eq. ratio: 0.927

[ON](#) O2 Sensor 2, Bank 1 (WR): N/A

[ON](#) O2 Sensor 3, Bank 1 (WR): N/A

[ON](#) O2 Sensor 4, Bank 1 (WR): N/A

[ON](#) O2 Sensor 1, Bank 2 (WR): 0.051 mA, Eq. ratio: 0.921

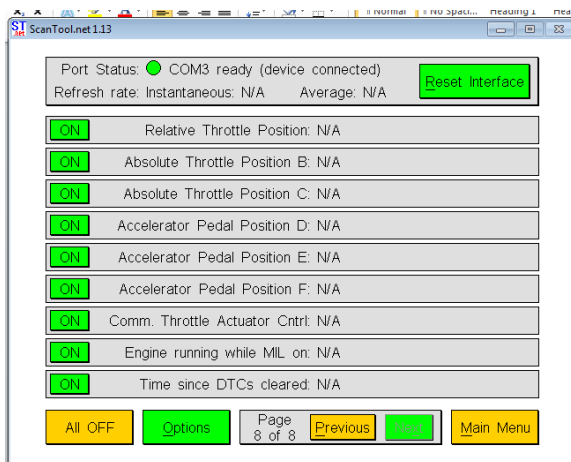
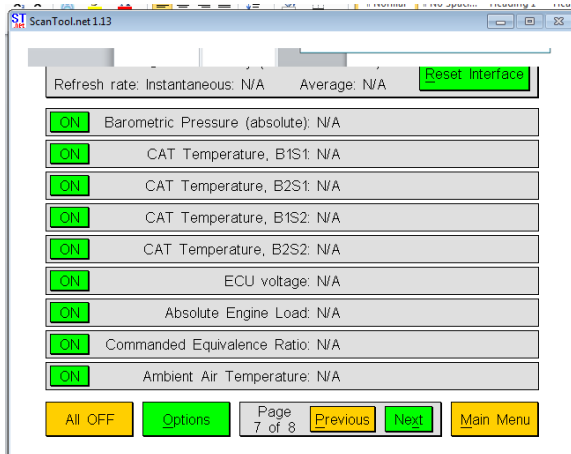
[ON](#) O2 Sensor 2, Bank 2 (WR): N/A

[ON](#) O2 Sensor 3, Bank 2 (WR): N/A

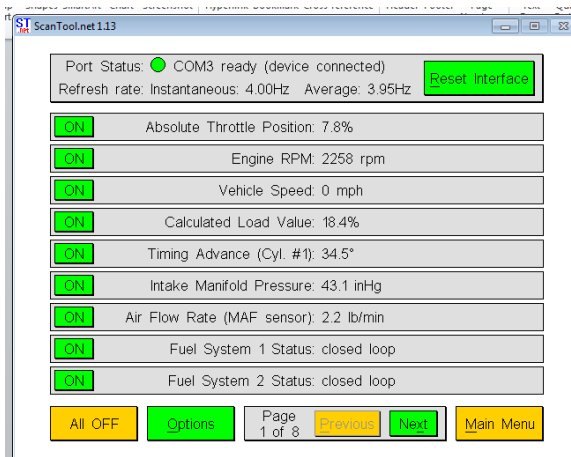
[ON](#) O2 Sensor 4, Bank 2 (WR): N/A

[ON](#) Distance since MIL activated: N/A

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**At Circa 2300rpm (or as constant as I could get to it!)**



ScanTool.net113

Port Status: ● COM3 ready (device connected) Reset Interface

Refresh rate: Instantaneous: 4.17Hz Average: 3.25Hz

<span style="color: green;">ON</span>	Short Term Fuel Trim (Bank 1): +9.4%
<span style="color: green;">ON</span>	Long Term Fuel Trim (Bank 1): -14.1%
<span style="color: green;">ON</span>	Short Term Fuel Trim (Bank 2): +7.0%
<span style="color: green;">ON</span>	Long Term Fuel Trim (Bank 2): -14.8%
<span style="color: green;">ON</span>	Intake Air Temperature: 87° F
<span style="color: green;">ON</span>	Coolant Temperature: 199° F
<span style="color: green;">ON</span>	Fuel Pressure (gauge): N/A
<span style="color: green;">ON</span>	Secondary air status: N/A
<span style="color: green;">ON</span>	Power Take-Off Status: N/A

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Port Status: ● COM3 ready (device connected) Reset Interface

Refresh rate: Instantaneous: 0.82Hz Average: 2.67Hz

<span style="color: green;">ON</span>	O2 Sensor 1, Bank 1: N/A
<span style="color: green;">ON</span>	O2 Sensor 2, Bank 1: 0.655 V @ -16% s.t. fuel trim
<span style="color: green;">ON</span>	O2 Sensor 3, Bank 1: N/A
<span style="color: green;">ON</span>	O2 Sensor 4, Bank 1: N/A
<span style="color: green;">ON</span>	O2 Sensor 1, Bank 2: N/A
<span style="color: green;">ON</span>	O2 Sensor 2, Bank 2: 0.500 V @ -0.8% s.t. fuel trim
<span style="color: green;">ON</span>	O2 Sensor 3, Bank 2: N/A
<span style="color: green;">ON</span>	O2 Sensor 4, Bank 2: N/A
<span style="color: green;">ON</span>	OBD conforms to: OBD (Federal EPA)

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ScanTool.net113

Refresh rate: Instantaneous: N/A Average: N/A Reset Interface

<span style="color: green;">ON</span>	O2 Sensor 1, Bank 1 (WR): N/A
<span style="color: green;">ON</span>	O2 Sensor 2, Bank 1 (WR): N/A
<span style="color: green;">ON</span>	O2 Sensor 3, Bank 1 (WR): N/A
<span style="color: green;">ON</span>	O2 Sensor 4, Bank 1 (WR): N/A
<span style="color: green;">ON</span>	O2 Sensor 1, Bank 2 (WR): N/A
<span style="color: green;">ON</span>	O2 Sensor 2, Bank 2 (WR): N/A
<span style="color: green;">ON</span>	O2 Sensor 3, Bank 2 (WR): N/A
<span style="color: green;">ON</span>	O2 Sensor 4, Bank 2 (WR): N/A
<span style="color: green;">ON</span>	Time Since Engine Start: N/A

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ScanTool.net1.13

O2 Sensor 4, Bank 2: N/A

Refresh rate: Instantaneous: N/A Average: N/A [Reset Interface](#)

- ON FRP rel. to manifold vacuum: N/A
- ON Fuel Pressure (gauge): N/A
- ON Commanded EGR: N/A
- ON EGR Error: N/A
- ON Commanded Evaporative Purge: N/A
- ON Fuel Level Input: N/A
- ON Warm-ups since ECU reset: N/A
- ON Distance since ECU reset: N/A
- ON Evap System Vapor Pressure: N/A

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ScanTool.net1.13

Port Status:  COM3 ready (device connected)

Refresh rate: Instantaneous: 154Hz Average: 160Hz [Reset Interface](#)

- ON O2 Sensor 1, Bank 1 (WR): 127.996 mA, Eq. ratio: 0.999
- ON O2 Sensor 2, Bank 1 (WR): N/A
- ON O2 Sensor 3, Bank 1 (WR): N/A
- ON O2 Sensor 4, Bank 1 (WR): N/A
- ON O2 Sensor 1, Bank 2 (WR): -0.684 mA, Eq. ratio: 0.979
- ON O2 Sensor 2, Bank 2 (WR): N/A
- ON O2 Sensor 3, Bank 2 (WR): N/A
- ON O2 Sensor 4, Bank 2 (WR): N/A
- ON Distance since MIL activated: N/A

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ScanTool.net1.13

Fuel Level Input: N/A

Refresh rate: Instantaneous: N/A Average: N/A [Reset Interface](#)

- ON Barometric Pressure (absolute): N/A
- ON CAT Temperature, B1S1: N/A
- ON CAT Temperature, B2S1: N/A
- ON CAT Temperature, B1S2: N/A
- ON CAT Temperature, B2S2: N/A
- ON ECU voltage: N/A
- ON Absolute Engine Load: N/A
- ON Commanded Equivalence Ratio: N/A
- ON Ambient Air Temperature: N/A

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ScanTool.net 1.13

Refresh rate: Instantaneous: N/A    Average: N/A    [Reset interface](#)

<a href="#">ON</a>	Relative Throttle Position: N/A
<a href="#">ON</a>	Absolute Throttle Position B: N/A
<a href="#">ON</a>	Absolute Throttle Position C: N/A
<a href="#">ON</a>	Accelerator Pedal Position D: N/A
<a href="#">ON</a>	Accelerator Pedal Position E: N/A
<a href="#">ON</a>	Accelerator Pedal Position F: N/A
<a href="#">ON</a>	Comm. Throttle Actuator Cntrl: N/A
<a href="#">ON</a>	Engine running while MIL on: N/A
<a href="#">ON</a>	Time since DTCs cleared: N/A

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