

GlobalTechStream+

Diagnostic System 



Connect to Vehicle



GTS+ Settings



Advanced Functions



User Configuration



Error Report



Open Scan Data File



A big thank you to Mr. Andrej Škof from Toyota Adria for realising this document.

Print screens shown are created using GTS+ version 2022.04.001

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Installation

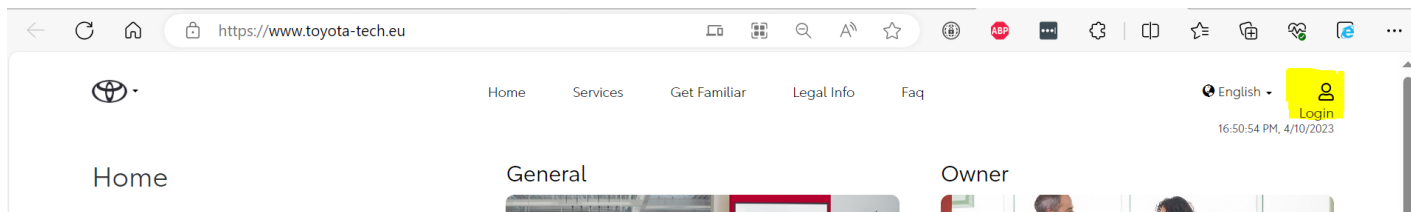
Step 0: System Requirements

Verify that your PC is compatible with the requirements of the GTS+ software:

1. **Your PC respects or exceeds these hardware specifications:**
2. **Minimum I3 processor or better**
3. At least 5 Gb of disk space, recommended: 10 Gb or more
4. At least 4Gb of RAM memory, recommended: 8 Gb of RAM or more
5. **Windows 10 (64bits) operating system** (older operating systems are not supported, neither is Windows 11 for the moment)
6. **Your PC has installed .NET 4.7.2**
7. **Your PC has installed one of the 3 supported browsers listed below:**
8. Chrome (minimum version 107.0)
9. Edge (minimum version 107.0)
10. Firefox (minimum version 80.0)
11. **You have Admin rights on your PC-** the installer needs such permissions.
12. **Your PC has a good connection to the internet** (we recommend at least 10 Mb/s, but 100 Mb/s will be optimal)
13. **Your network firewall allows access to *.toyota-europe.com domain**
14. You have a vehicle interface cable that is supported (old **Denso VIM is NOT supported** and you can find below details of supported interface cables)

Step 1: Independent User creation:

Go to the TechDoc 1 website <https://www.toyota-tech.eu/> and click on Login:



If you don't already have an account, create one by clicking on the "Register here" button and follow the registration process.

Log in

Username

Password

[Forgot your password?](#)

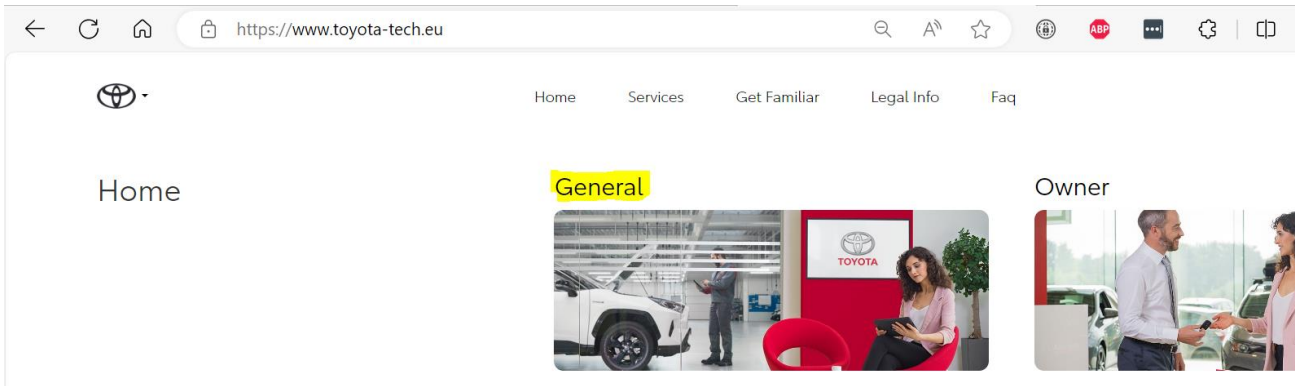
Log In

Don't have an account yet? [Register here](#)

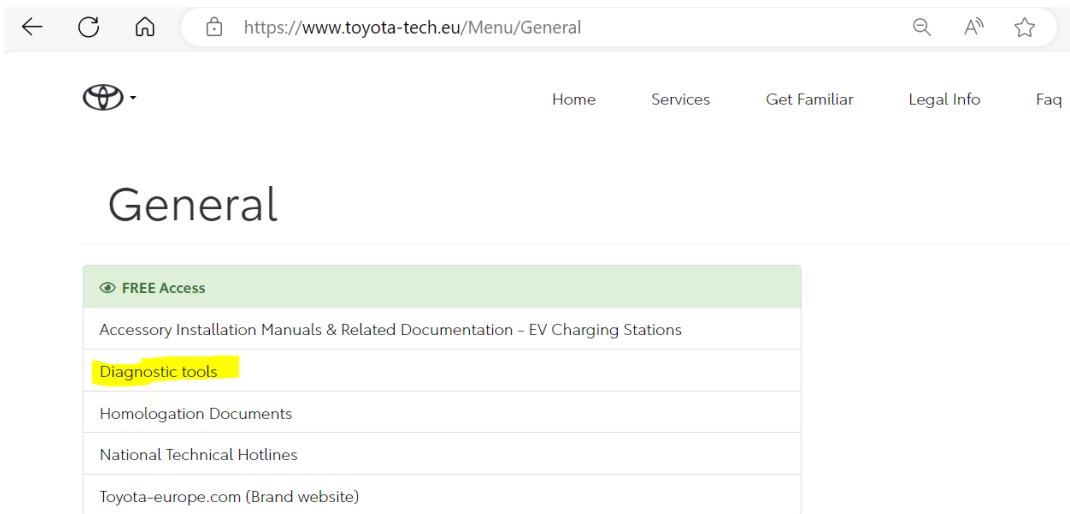
If you already have an account, then log in.

Step 2: Download GTS+

After you log in, on the Home screen, go to the General section.

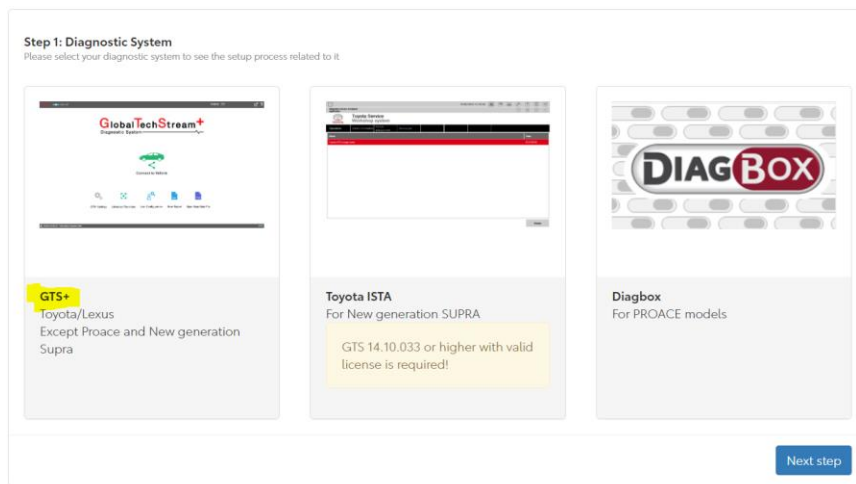


Select the Diagnostic Tools section:

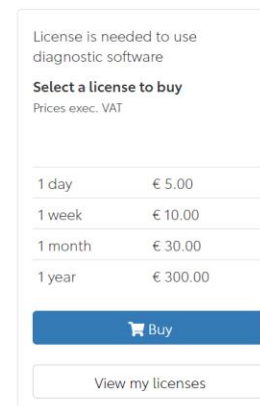


Select the GTS+ Diagnostic tool.

Setup



Buy License



Check that you comply with the PC and hardware requirements then click on the Next step:

Hardware Requirements

TS3-ETH Vehicle Diagnostic Unit

Introducing the next generation VCI TS3-ETH Vehicle Diagnostic Unit. Supports Legacy, current and upcoming vehicles, plus is PROACE compatible. A genuine vehicle interface that supports legacy vehicles as well as latest models and replaces the old VIM which will not support future vehicles launches.

The Kit consists of:

- 1 x TS3-ETH Vehicle Diagnostic Unit
- 1 x New DLC Cable
- 1 x USB Cable

[Buy](#)

I have a generic J2534 Compliant VIM

[Previous step](#) [Next step](#)

Download GTS+ then click on next step.

Home Subscription Plans Get Familiar Legal Info Faq

Diagnostic Tools Diagnostic Functions Licenses & Keys

Setup

Step 1: Diagnostic System [GTS x](#)

Step 2: Requirements

Step 3: Download software
A copy of the diagnostic software is FREE to download from this site.

- GTS+ Independent User Guide**
A guide on how to download, install and use GTS+ [Download](#)
- GTS+ Download**
Version: 2023.03.001
Release date: 06/10/2023 [Download](#)

[Previous step](#) [Next step](#)

Step 4: Check your license

Step 3: Buy a GTS+ License.

If you don't have an active License. Click on the "Buy extra license" button.

Setup

Step 1: Diagnostic System [GTS x](#)

Step 2: Requirements

Step 3: Download software

Step 4: Check your license
To finish your order, you need to have an active license.

No active license found, please buy a license to continue.

[Buy extra license](#)

[Previous step](#) [Finish](#)

Buy License

License is needed to use diagnostic software

Select a license to buy
Prices exec. VAT

1 day	€ 5.00
1 week	€ 10.00
1 month	€ 30.00
1 year	€ 300.00

[Buy](#)

[View my licenses](#)

Select the Period of the needed License.



Request License

	Period	Price	Vat	Total
<input type="radio"/>	1 year	300.00€	63.00€	363.00€
<input type="radio"/>	1 month	30.00€	6.30€	36.30€
<input type="radio"/>	1 week	10.00€	2.10€	12.10€
<input checked="" type="radio"/>	1 day	5.00€	1.05€	6.05€

I have read and agree to the Terms & Conditions [Please indicate that you have read and agree to the Terms and Conditions](#)

After following the Payment procedure, you should have a valid License.

Diagnostic Tools Diagnostic Functions Licenses & Keys

Setup Buy License

Step 1: Diagnostic System [GTS x]

Step 2: Requirements

Step 3: Download software

Step 4: Check your license
To finish your order, you need to have an active license.

Name	License ID	Duration	Valid Until
Add Description	[REDACTED]	1 day	20/10/2023

Previous step Finish

License is needed to use diagnostic software

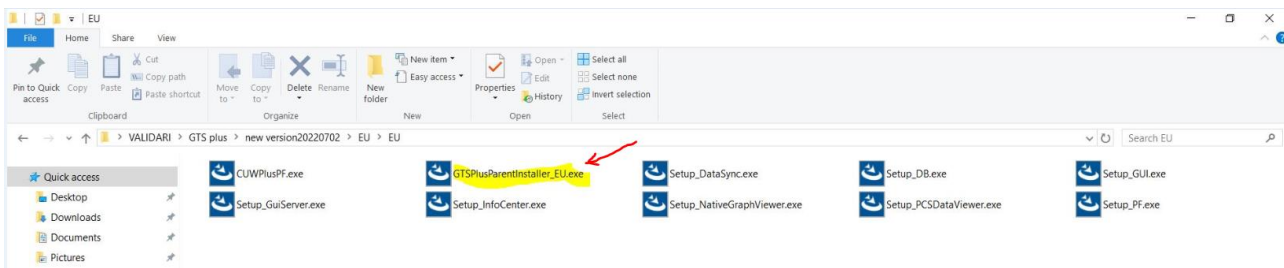
Select a license to buy
Prices excl. VAT

1 day	€ 5.00
1 week	€ 10.00
1 month	€ 30.00
1 year	€ 300.00

Buy View my licenses

Step 4: Installation

1. Extract the installer package you downloaded at Step 2.
2. Double click on the **GTSPPlusParentInstaller.exe** to start the installation.
3. Follow-up the guidance of the screens presents during the installation process.



Step 5: Restart the PC!

The restart of the PC after the end of the installation process is mandatory otherwise components of the newly installed software are not fully operational and you will encounter errors.

Log in, Log Out and User Change

Login

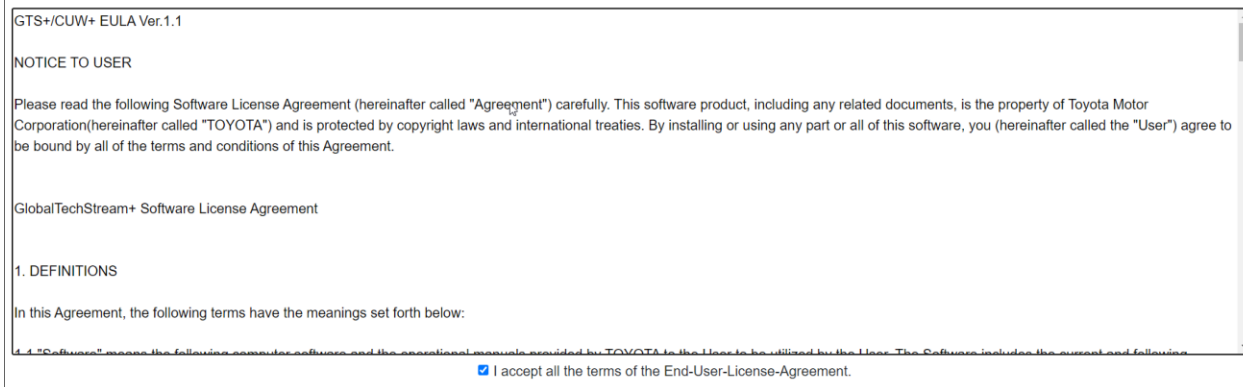
Start

Double-click the icon on the desktop to start GTS+:



EULA

You will see this screen:



(This appears only the first time after installation or when the EULA is updated.)

If you agree with the description,

- (1) Check "**I accept all the terms in the license agreement** ",
- (2) Click "Next".

Login Screen

Once you have agreed to the EULA, The GTS+ login screen appears:



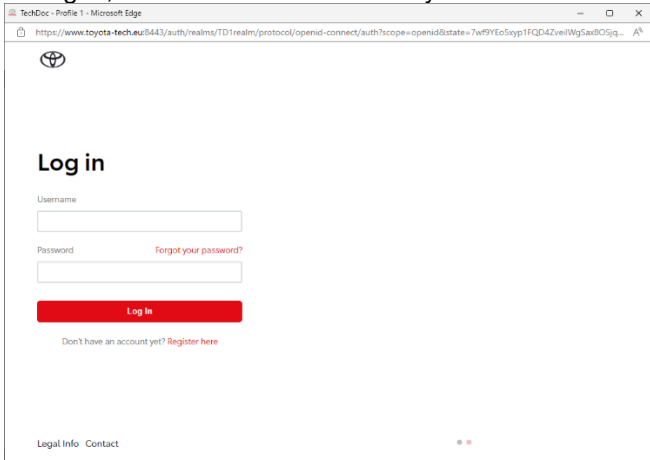
[Server Login](#)



Follow the steps below to start the login process:

1. Select a region/ user type from the pull-down menu
2. Select **INDEPENDENT REPAIRER**
3. Click on "Server Login".

To log in, use the same credentials you use for Techdoc.



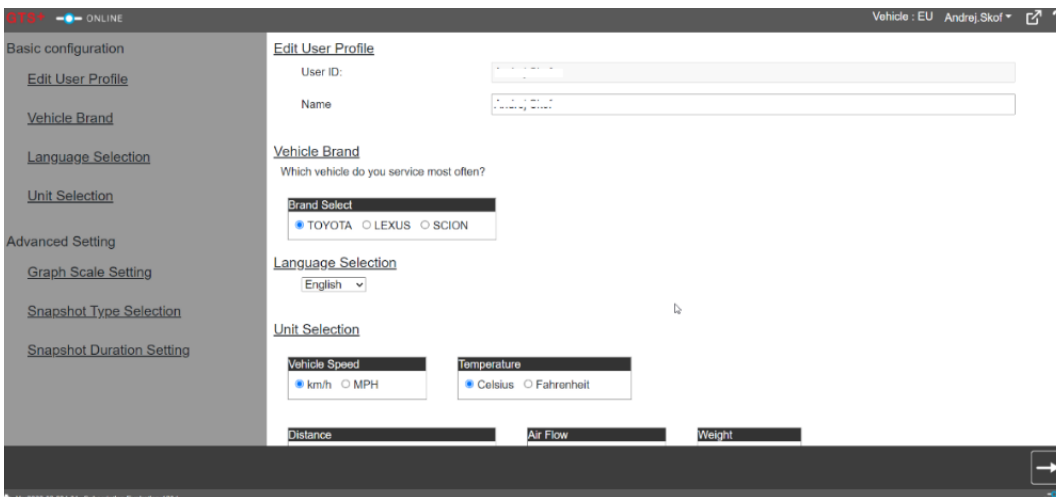
Main Menu

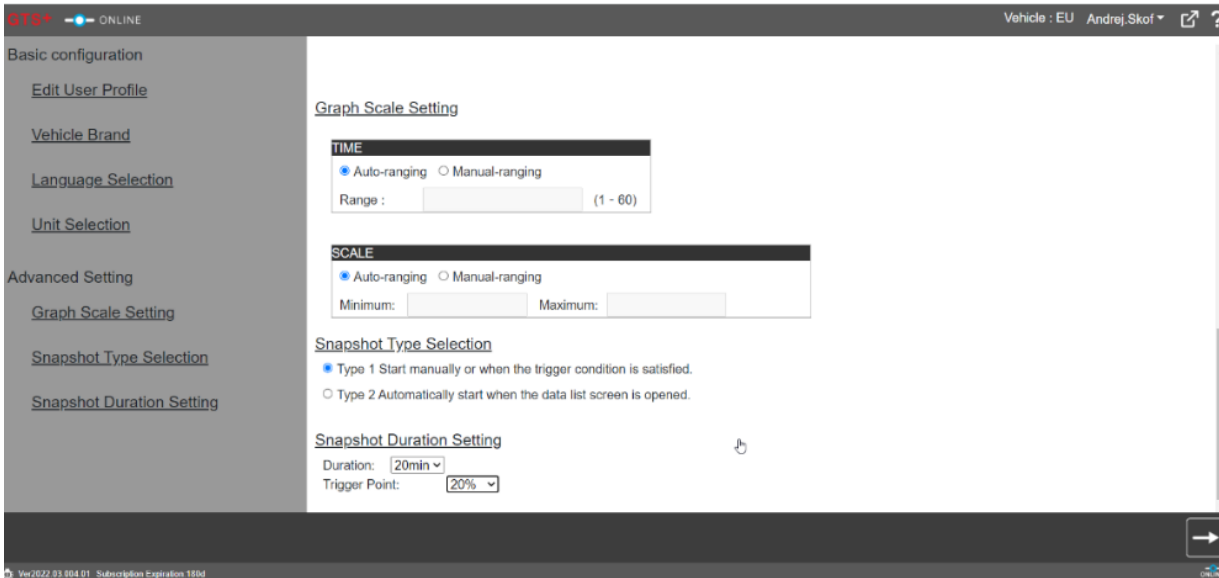
Once login is complete, you will see the Main Menu screen:



User Settings

If you log in for the first time ever to any GTS+ PC, you will see the “User Settings” screen:



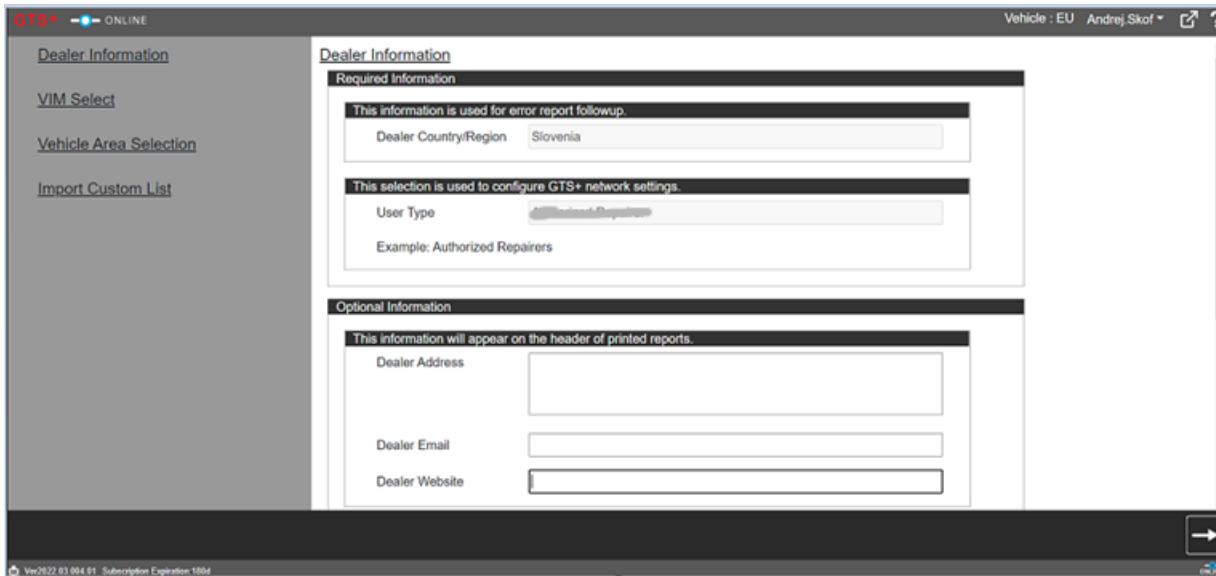


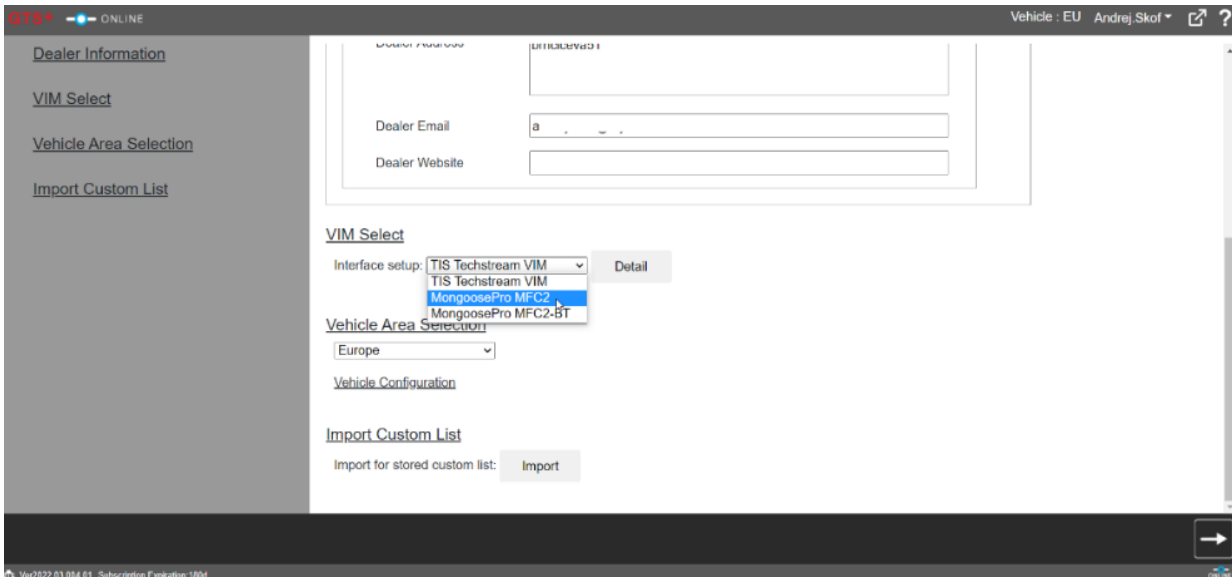
You can adjust your preferences and save them by clicking on the “Next” button (right-pointing arrow). This user setup must be done **once** only, after which the settings will be saved in an online database. If you log in to another GTS+ PC, you will automatically load in your settings.

You can always change your profile settings in “User Configuration” in the Main Menu.

PC Settings

The first user to log in to GTS+ will also see the “PC Settings” page:





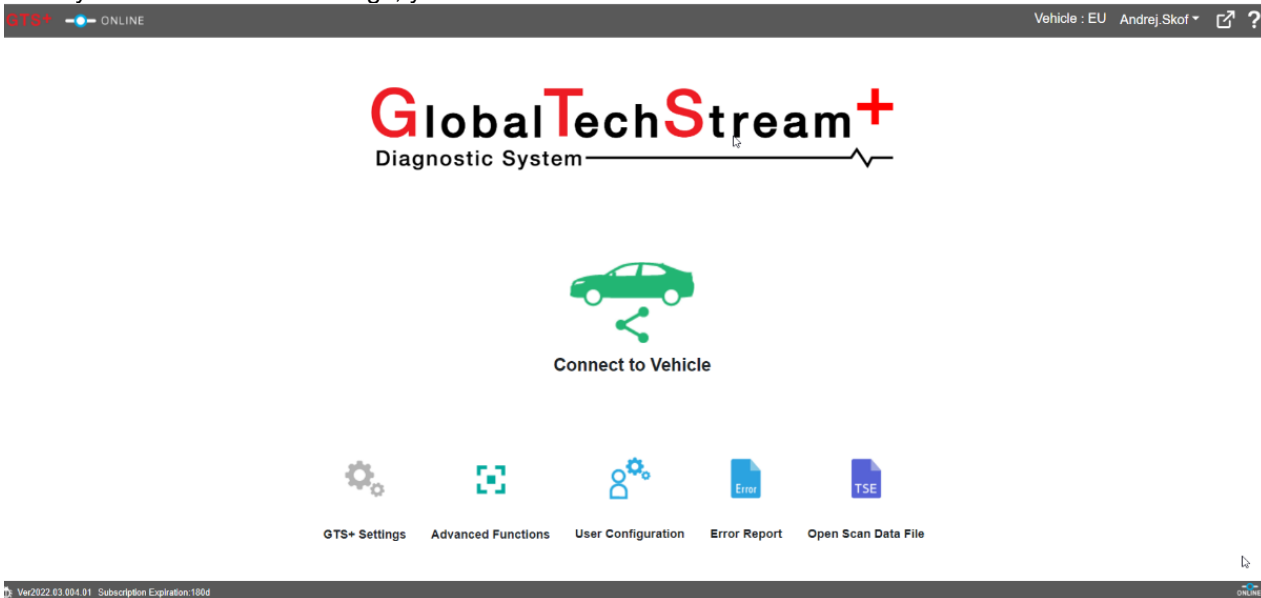
These settings will store the dealer/workshop details as well as the VIM configuration. This needs to happen once after installation. You can save the settings by clicking on the “Next” button.



You can change settings by clicking on “GTS+ Settings” in the Main Menu.

Setup completion

Once you have saved all settings, you will be returned to the Main Menu.



Logout and Close

When clicking the "x" button (close) in the browser to exit the software, the user is automatically logged out and GTS+ is closed

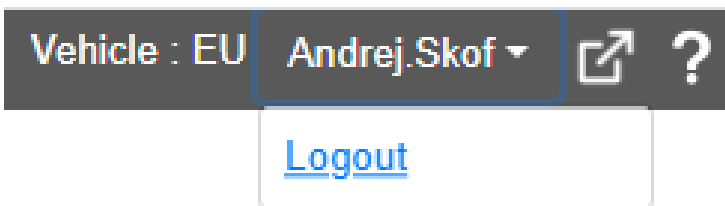




User switching

To switch users, exit the software, restart GTS+ and log-in as the new user.

Click on the triangle next to your user ID and **Logout** will be displayed. Clicking on **Logout** will lead you back to the **Login** screen.



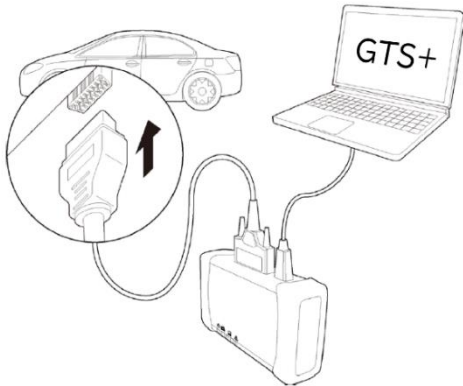
[Server Login](#)

Preparation for work

Overview

Prepare the following to connect the GTS+ to the vehicle.

1. PC with GTS+ installed
2. Vehicle Interface Module
3. DLC3 cable
4. USB cable (dedicated for each VIM)



VIMs and drivers

TD TS3-ETH	Mongoose PlusMFC3 BT

The driver for both VIMs is the same and can be found on the OPUS website [OPUS - Downloads \(opusivs.com\)](https://www.opusivs.com)
Or downloaded via the direct link: [Mongoose-Plus Toyota driver](#)



Mongoose-Plus Honda2
Mongoose-Plus Honda2-BT
Set-Up: [DOWNLOAD](#)
User Manual: [DOWNLOAD](#)



Mongoose-Plus Nissan2
Mongoose-Plus Nissan2-BT
Set-Up: [DOWNLOAD](#)
User Manual: [DOWNLOAD](#)



Mongoose-Plus Toyota
Mongoose- Plus Toyota-BT
Set-Up: [DOWNLOAD](#)
User Manual: [DOWNLOAD](#)

Vehicle Connection

Once you have logged in successfully, you will be ready to connect to the vehicle.

GlobalTechStream+

Diagnostic System



Connect to Vehicle



GTS+ Settings



Advanced Functions



User Configuration



Error Report



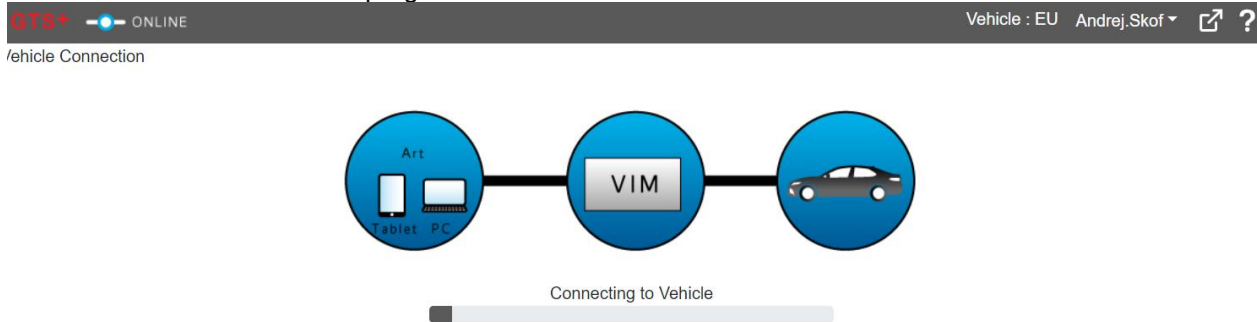
Open Scan Data File

In order to start the connection process, click on “Connect to Vehicle”

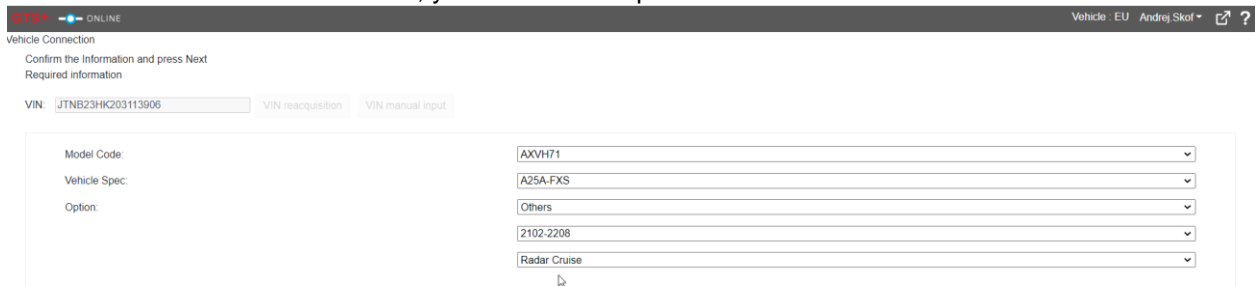


Connect to Vehicle

You will see the connection in progress screen:



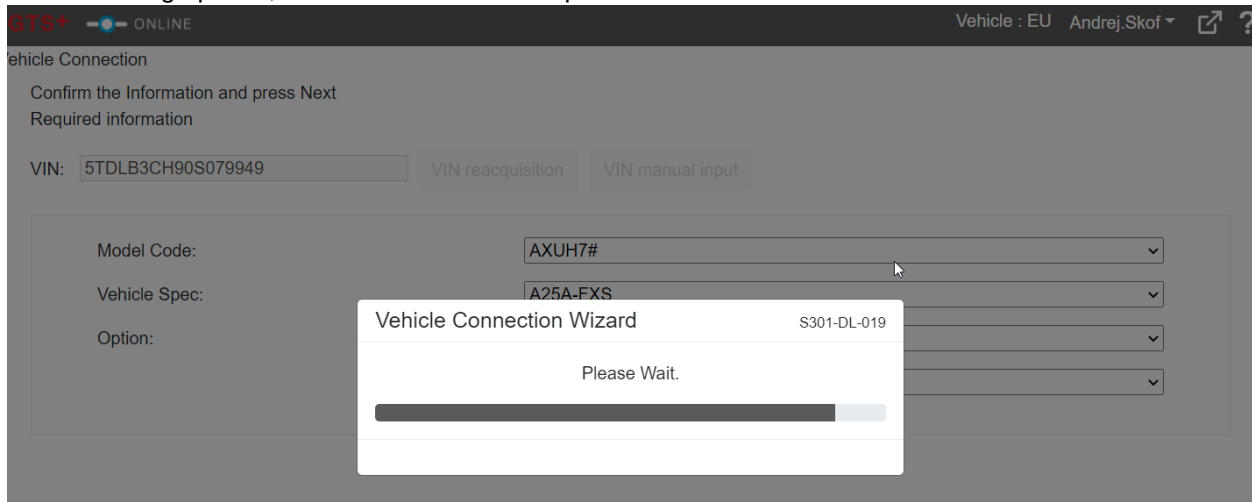
Once basic information is retrieved, you will see the option selection screen:



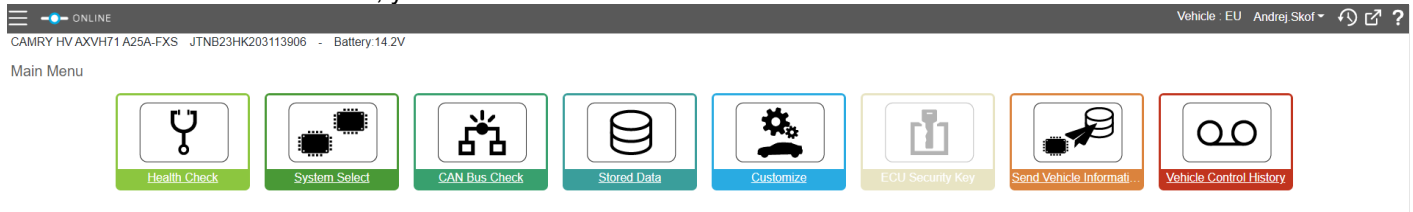
Please note that this is not always the case! You may be directly connected to the vehicle.

Once you have selected an option in the dropdown menu, press

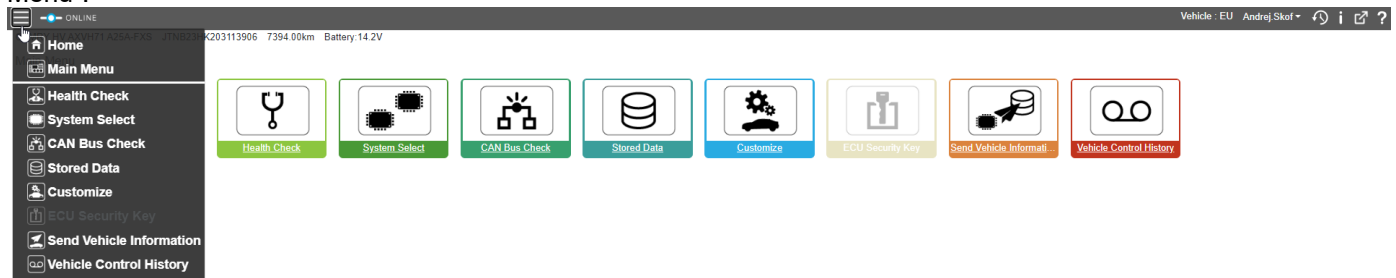
After selecting options, wait for GTS+ to complete the connection:



Once connection is established, you will see the “Main Menu” screen.



You can always reach this screen by clicking on the button with three lines (☰) top left of the screen) and selecting “Main Menu”:



Operations

From this menu, you can choose to execute the following operations:

1. Health Check
2. System select
3. Can bus check
4. Stored data
5. Customize
6. ECU security key (not applicable to all vehicles)
7. Send vehicle information (not applicable to all vehicles)
8. Vehicle control history

Description of Operations

Health Check



Health Check Start

Health Check checks all ECU units on the vehicle for DTC Codes, RoB codes, Calibration information and more:

System	Monitor Status	Configure	RoB	DTC	Calibration
Engine	Inc	No	-	0	●
Hybrid Control	-	No	11	0	●
Motor Generator	-	No	-	0	●
Radar_Cruise1	-	No	-	0	●
Radar_Cruise2	-	No	0	0	●
ABS/IVSC/TRC	-	No	-	0	●
Tire Pressure Monitor	-	No	-	0	●
EMPS	-	-	-	0	●
Electric Parking Brake	-	-	-	0	●
Front Recognition Camera	-	-	-	0	●
Lane Control	-	-	-	0	●
Panoramic View Monitor	-	-	-	0	●
Steering Angle Sensor	-	-	-	0	●
Rear Camera	-	-	-	0	●

Please note that you can already check DTC details while Health Check is still in progress!

System	Monitor Status	Configure	RoB	DTC	Calibration
ABS/IVSC/TRC	-	No	-	0	●
Tire Pressure Monitor	-	No	-	0	●
EMPS	-	No	-	1	●
Electric Parking Brake	-	No	0	0	●
Front Recognition Camera	-	No	2	0	●
Lane Control	-	No	2	0	●

DTC	Clear / Cool	Pending	History	Test Failed	FFD	TGD	Priority
C1552			x		*	-	-

System	Calibration
	8965B33650

At the bottom right corner of the screen, you can find additional operations:



From left to right, these are:

1. Software as a part (“Blank ECU”)
2. Clear all DTCs
3. Refresh health check
4. Time stamp
5. ECU Security Key (not applicable in this case)

You will be asked to collect additional data. You can accept or reject.

Health Check S30700-DL-002

HealthCheck has completed.
Would you like to retrieve additional information?

*Additional information: The information that is memorized in ECU in the following information.
[Vehicle Control History(RoB) Detailed data, Operation History, ABS History, Special Operation History, Diagnosis Related Information, CAN Bus Check, Tire Pressure]

Yes No

DTC	Ctrl./Code	Condition	History	Test Called	TGD	Priority
C1552						

DTC	Ctrl./Code	Condition	History	Test Called	TGD	Priority
U0163			x		-	

Health Check S30700-DL-004

Please wait.

Cancel

DTC	Ctrl./Code	Condition	History	Test Called	TGD	Priority
C1552						

DTC	Ctrl./Code	Condition	History	Test Called	TGD	Priority
U0163			x		-	

Health Check Result screen

Once the Health Check is complete, you will see the result screen in real-time. You can open Freeze Frame Details (FFD) by clicking on the snowflake icon under the "FFD" column in any ECU with DTCs:

This is what the FFD screen looks like:

Parameter	Unit	-1	0
Meter Vehicle Velocity	km/h	N/A	0.0
Wheel Speed Right	km/h	N/A	0
Wheel Speed Left	km/h	N/A	0
Engine/Power Management ECU Pseudo E...	rpm	N/A	0
Motor Actual Current	A	0.04	-0.09
Command Value Current	A	0.00	0.00
Steering Angle Velocity	deg/s	0	0
Thermistor Temperature	C	N/A	8.3
IG Power Supply	V	11.7412	14.3810
Steering Wheel Torque	Nm	1.84	0.50
Motor Rotation Angle	deg	161.876	160.908
Command Val Current 2	A	N/A	0.00
Motor Voltage	V	9.849	11.368
TRQ1 Zero Point Value	V	N/A	2.4765
TRQ2 Zero Point Value	V	N/A	2.4960
PS Assist Signal		N/A	OFF
Ready Status		N/A	Ready
Motor Actual Current 2	A	0.04	0.06

You can "fold" or "unfold" all details by clicking on the "+" or "-" buttons on the left top corner of the Health Check Result page:

Minimized view

OFFLINE
 HIGHLANDER HV/KLUGER HV AXUH7# A25A-FXS 5TDLB3CH95079549 27710.00km Battery:14.2V
 Vehicle: EU Andriq Skof

Health Check Result

STATUS
 07/11/2022 09:10:33 Compensation Pressure [Pa(aba)]
 Front: Rear:

Caution
 Enhanced Generic In progress - Scanning Sys 26 of 51

System	Monitor Status	Configure	RdB	DTC	Calibration
Engine	Inc	No	3	5	
Hybrid Control	-	No	14	0	
Motor Generator	-	No	-	0	
Rear Motor Generator	-	No	-	0	
Cranks Control	-	No	-	0	
Brake EPB	-	2	4	0	
Brake Booster	-	No	0	0	
Tire Pressure Monitor	-	No	-	0	
EMPS	-	No	-	0	
Front Recognition Camera	-	No	2	0	
Lane Control	-	No	2	0	
Circumference Monitoring Camera Control Module	-	No	-	0	
Steering Angle Sensor	-	No	-	0	
Parking Assist Camera	-	No	-	0	
Air Conditioner	-	No	-	0	
SRS Airbag	-	No	-	0	
Pre-Collision System	-	No	5	0	
Main Body	-	No	-	0	
Central Gateway	-	No	-	0	

OFFLINE
 HIGHLANDER HV/KLUGER HV AXUH7# A25A-FXS 5TDLB3CH95079549 27710.00km Battery:14.3V
 Vehicle: EU Andriq Skof

Health Check Result

STATUS
 07/11/2022 09:10:33 Compensation Pressure [Pa(aba)]
 PERMANENT: NO ECU Security Key: -
 Front: Rear:

Caution
 Enhanced Generic

System	Monitor Status	Configure	RdB	DTC	Calibration
Engine	Inc	No	0	0	
DTC Information DTC does not exist.					
Calibration information					
System	Calibration				
	896630EE6000				
Hybrid Control	-	No	14	0	
DTC Information DTC does not exist.					
Calibration information					
System	Calibration				
	899830E38000 899850E08000				
Motor Generator	-	No	-	0	
DTC Information DTC does not exist.					
Calibration information					

Stored Data

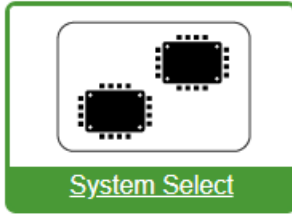
OFFLINE
 HIGHLANDER HV/KLUGER HV AXUH7# A25A-FXS 5TDLB3CH95079549 27710.00km Battery:14.2V
 Vehicle: EU Andriq Skof

Engine **Stored Data**

STATUS
 MIL: N/A PERMANENT: NO
 DTC Monitors are N/A

Enhanced Code	Description	DTC Status				FFD
		Confirmed	Active	Testable	Summary	

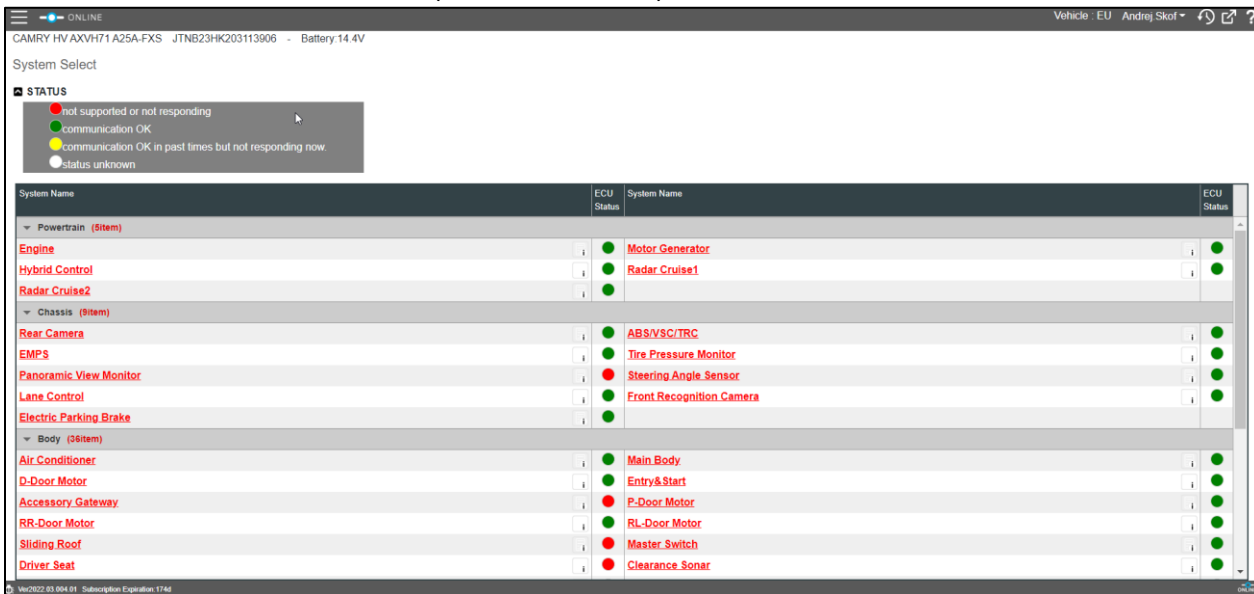
System Select



System Select Start

System Select opens the details of the specific ECU you want to retrieve information from. When you click on the icon, you will land on the screen with an overview of all ECU.

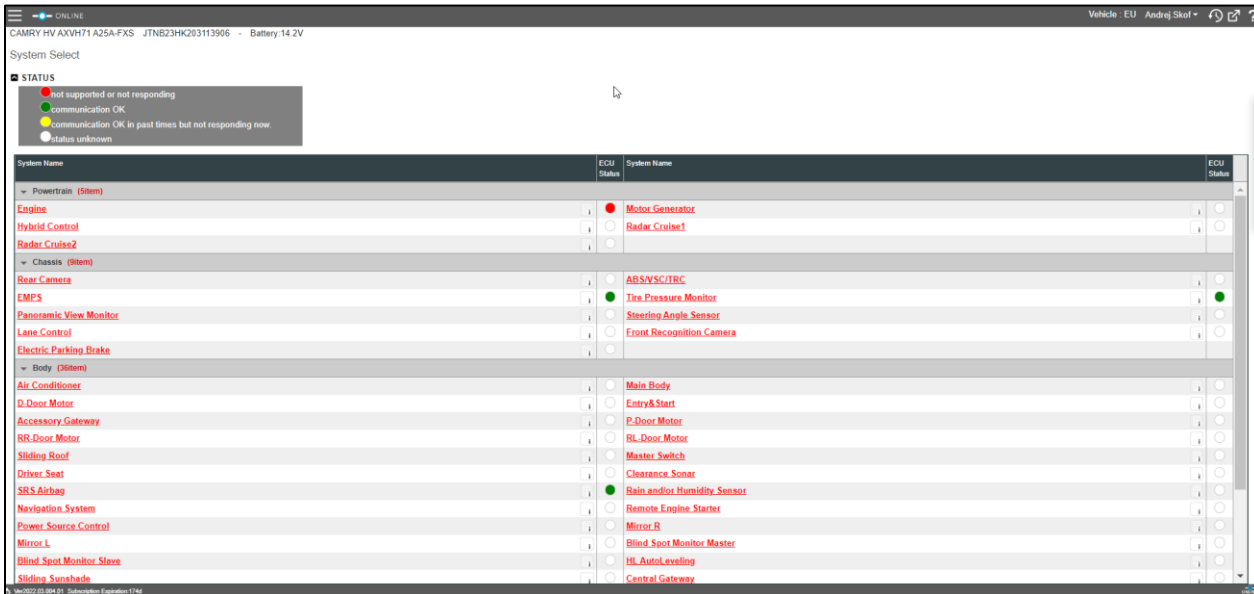
Screen after a Health Check is done (ECU status known)



The screenshot shows the System Select interface for a CAMRY HV AXVH71 A25A-FXS vehicle. The battery level is 14.4V. The STATUS legend indicates: red dot for 'not supported or not responding', green dot for 'communication OK', yellow dot for 'communication OK in past times but not responding now', and white dot for 'status unknown'. The table below shows the ECU status for various systems:


System Name	ECU Status	System Name	ECU Status
Powertrain (9item)			
Engine	●	Motor Generator	●
Hybrid Control	●	Radar Cruise1	●
Radar Cruise2	●		
Chassis (9item)			
Rear Camera	●	ABS/VSC/TRC	●
EMPS	●	Tire Pressure Monitor	●
Panoramic View Monitor	●	Steering Angle Sensor	●
Lane Control	●	Front Recognition Camera	●
Electric Parking Brake	●		
Body (36item)			
Air Conditioner	●	Main Body	●
D-Door Motor	●	Entry&Start	●
Accessory Gateway	●	P-Door Motor	●
RR-Door Motor	●	RL-Door Motor	●
Sliding Roof	●	Master Switch	●
Driver Seat	●	Clearance Sonar	●

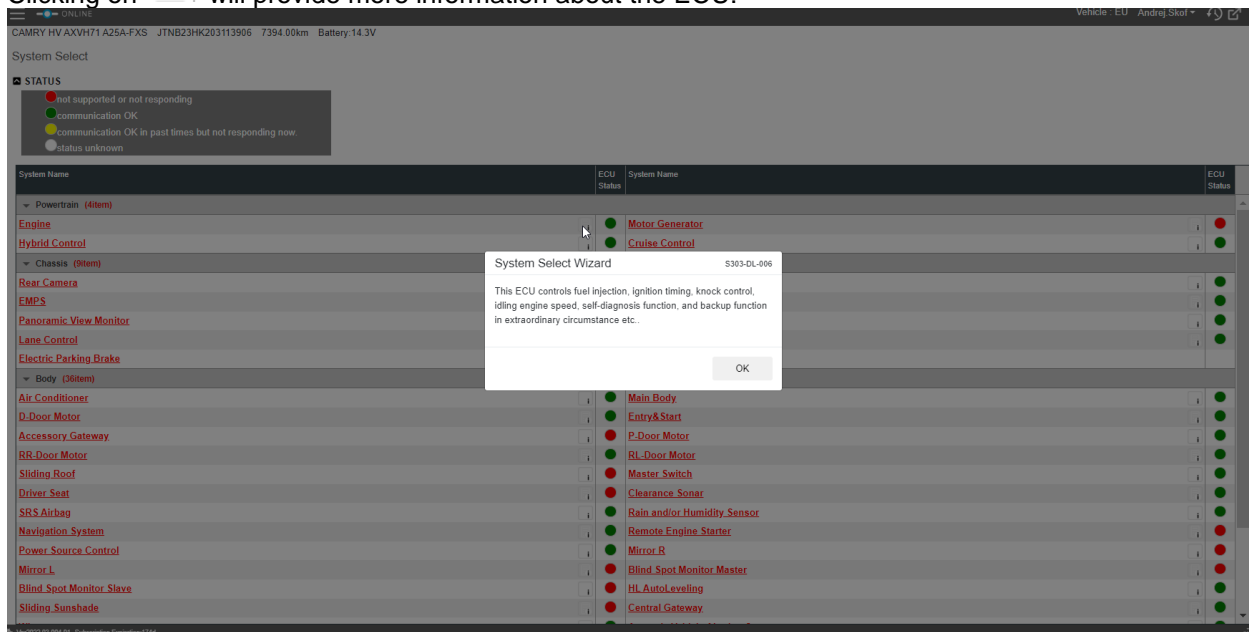
Screen before Health Check is done (ECU status unknown)



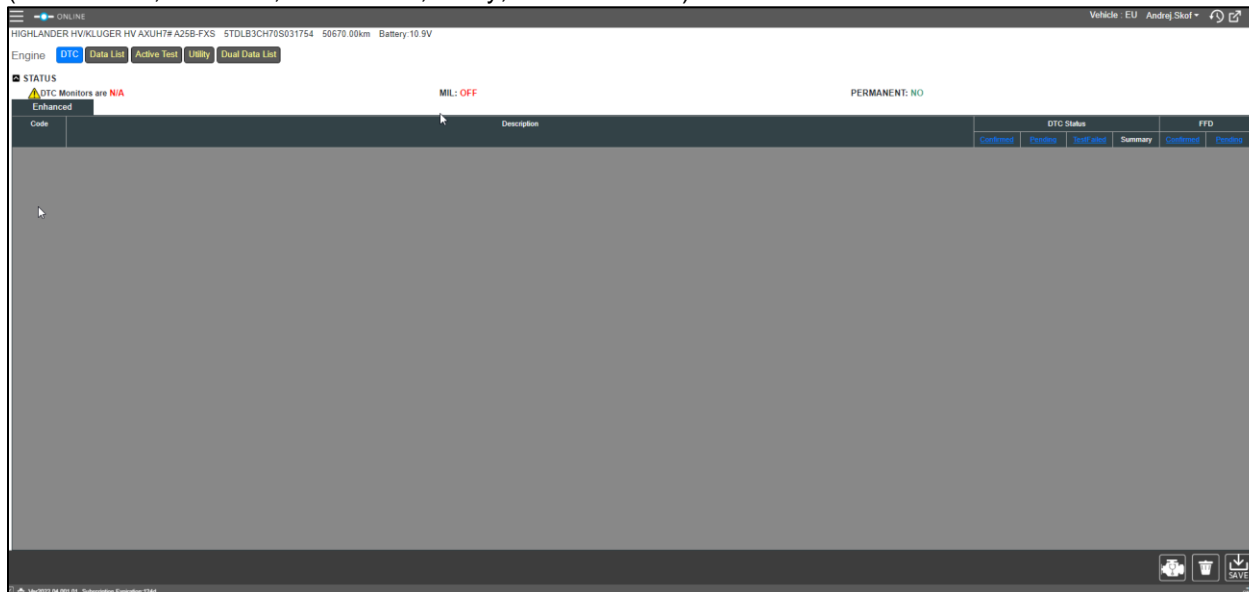
The screenshot shows the System Select interface for the same vehicle, but before the health check is completed. The STATUS legend is the same. The table below shows the ECU status for various systems:

System Name	ECU Status	System Name	ECU Status
Powertrain (9item)			
Engine	●	Motor Generator	○
Hybrid Control	●	Radar Cruise1	○
Radar Cruise2	●		
Chassis (9item)			
Rear Camera	●	ABS/VSC/TRC	○
EMPS	●	Tire Pressure Monitor	●
Panoramic View Monitor	●	Steering Angle Sensor	○
Lane Control	●	Front Recognition Camera	○
Electric Parking Brake	●		
Body (36item)			
Air Conditioner	●	Main Body	○
D-Door Motor	●	Entry&Start	○
Accessory Gateway	●	P-Door Motor	○
RR-Door Motor	●	RL-Door Motor	○
Sliding Roof	●	Master Switch	○
Driver Seat	●	Clearance Sonar	○
SRS Airbag	●	Rain and/or Humidity Sensor	○
Navigation System	○	Remote Engine Starter	○
Power Source Control	○	Mirror R	○
Mirror L	○	Blind Spot Monitor Master	○
Blind Spot Monitor Slave	○	HL AutoLevelling	○
Sliding Sunshade	○	Central Gateway	○

Clicking on  will provide more information about the ECU:



Opening a system always opens the DTC screen first. You can switch between different operations for a specific ECU (DTC Check, Data List, Active Test, Utility, Dual Data List)



Bottom right of the screen, you can find additional options.



From left to right, these are:

1. View monitors
2. Clear DTC
3. SAVE (saves details to the TSE file)

Wire monitors screen:

Vehicle: EU Andrej Skof

HIGHLANDER HV/KLUGER HV AXUH7# A25A-FXS 5TDLB3CH90S079949 28075.00km Battery: 14.3V

Engine

STATUS
MIL: OFF
 Cumulative Monitor - monitor status from the last DTC clear or monitor reset event.
 Current monitor - current monitor trip information.
 Click the Cumulative/Current column header for more information.

Monitor	Cumulative	Result	Details	Summary
Misfire	Available			∞
Fuel System	Available			∞
Composition Parts	Available			∞
Catalyst Efficiency	Complete	Pass		
Heated Catalyst	N/A			
Evaporative System	N/A			
Secondary Air System	N/A			
A/C System	N/A			
O2 Sensor	Complete	Pass		
O2 Sensor Heater	Complete			
Exhaust Gas Recirculation / VVT	Complete	Pass		
Thermostat				

Ver2022.03.004.01 Subscription Expiration: 1674 Offline Expiration Date Remaining: 2d

To go back to the previous system select screen, click on the back arrow:

If you choose Clear DTC , you will receive a warning. You can store data, clear data or cancel the operation.

DTC Clear S304-DL-009

Clearing DTCs will also erase the following diagnostic information from the ECUs if available.

- DTCs (all systems)
- Freeze Frame Data
- Monitor Status and Results

Would you like to store this data before clearing?

Note:
 Only the data of this system is stored by pressing "Store" button. If you also want to save the data of the other Powertrain systems, you need to save the data in Health Check function or in DTC screen of the other systems.

Store
Clear
Cancel

Data list

Highlander HV/Kluger HV AXUH7# A25B-FXS 5TDLB3CH70S031754 50670.00km Battery:10.9V

Engine **DTC** **Data List** Active Test Utility Dual Data List

MONITOR Frame - Time - Flag Count

Vehicle Speed 0 km/h	Engine Speed 0 rpm	Calculate Load 0.0 %	Vehicle Load 0.0 %	Mass Air Flow Sensor 0.01 gm/sec	Atmospheric Pressure 99 kPa(abs)	Intake Manifold Absolute Pressure 37.54 kPa
Intake Manifold Absolute Pressure Supported	Coolant Temperature 34 C	Intake Air Temperature 26 C	Ambient Temperature 26 C	Engine Run Time 0 sec	Initial Engine Coolant Temperature 34.4 C	Initial Engine Intake Air Temperature 28.1 C
Battery Voltage 11.6 V	Engine Oil Pressure 0.000 kPa	Throttle Request Position 0.977 V	Throttle Sensor Position 0.0 %	Throttle Position Sensor No.1 Voltage 0.977 V	Throttle Position Sensor No.2 Voltage 2.586 V	Throttle Position Command 0.977 V
Throttle Air Flow Learn Value (Area 1) 0.85	Throttle Air Flow Learn Value (Area 2) 0.85	Throttle Air Flow Learn Value (Area 3) 0.93	Low Revolution Control OFF	Engine Stall Control F/B Flow -1024.00 Nm	Target Fuel Pressure (High) 20000 kPag	Target Fuel Pressure (High) Supported Supp
Target Fuel Pressure (Low) / Target Fuel Pressure 2 0 kPag	Target Fuel Pressure (Low) / Target Fuel Pressure 2 Supported Supp	Fuel Pressure (High) 17140 kPag	Fuel Pressure (High) Supported Supp	Fuel Pressure (Low) / Fuel Pressure 2 Supported Supp	Fuel Pressure (Low) / Fuel Pressure 2 Supported Supp	Fuel Pump Control Duty Ratio 3.0 %
Injector Cylinder #1 (Port) 0 μs	Injector Volume Cylinder #1 0.000 mi	High Fuel Pressure Sensor 17.133 MPa	High Pressure Fuel Pump Duty Ratio (D4) 0.0 %	High Pressure Fuel Pump Discharge Rate 0.188 mi	Injection Mode Direct	Injection Timing Cylinder #1 (D4) 6.0 deg(CA)
Injection Time Cylinder #1 (D4) 0 μs	Target Air-Fuel Ratio 1.001	A/F (O2) Lambda Sensor B1S1 1.001	A/F (O2) Lambda Sensor B1S2 1.000	A/F (O2) Sensor Current B1S1 0.004 mA	A/F (O2) Sensor Current B1S2 -0.02 mA	Short FT B1S1 0.000 %
Short FT B1S2 0.000 %	Long FT B1S1 -7.813 %	Long FT B1S2 0.000 %	Fuel System Status Bank 1 Unused	Fuel System Status Bank 2 Unused	Ignition Timing Cylinder #1 5.0 deg	Knock Correct Learn Value 20.1 deg(CA)
Target EGR Valve Position No.1 0 %	Target EGR Valve Position No.1 Supported Supp	Actual EGR Valve Position No.1 Unsupp	Target EGR Valve Position No.2 Unsupp	Actual EGR Valve Position No.2 Unsupp	Rear Catalyst Estimate Temperature 344.1 C	Particulate Filter Differential Pressure Bank 1 0.01 kPa
Particulate Filter Differential Pressure Bank 1 Supported Supp	Differential Pressure Sensor Learning Value Bank 1 0.23 kPa	GPF Differential Pressure Offset Bank1 -0.22 kPa	GPF Steady Air Flow Average Bank1 0.00 gm/sec	PM Deposition Ratio Bank1 3 %	PM Deposition Value Bank1 0.11 g	Ash Deposition Ratio Bank1 9 %
Ash Deposition Value Bank1 3.35 g	Complete Parts Monitor Avail	Complete Parts Monitor Result Compl	Ignition Monitor Spark Ignition	Fuel System Monitor Avail	Fuel System Monitor Result Compl	Misfire Monitor Avail
Misfire Monitor Result Compl	EGR/VVT Monitor Avail	EGR/VVT Monitor Result Compl	A/F (O2) Sensor Heater Monitor Result Avail	A/F (O2) Sensor Heater Monitor Result Compl	A/F (O2) Sensor Monitor Avail	A/F (O2) Sensor Monitor Result Compl
Secondary Air Injection System Monitor Not Avil	Secondary Air Injection System Monitor Result Compl	EVAP Monitor Not Avil	EVAP Monitor Result Compl	Heated Catalyst Monitor Not Avil	Heated Catalyst Monitor Result Compl	Catalyst Monitor Avail
Catalyst Monitor Result Compl	MIL Compl	MIL ON Run Distance Not Avil	Running Time from MIL ON Compl	Time after DTC Cleared Not Avil	Distance from DTC Cleared Compl	Warmup Cycle Cleared DTC Avail

Primary Text Search Sort by default Sort by name Sort by selection Sort by unit

You can filter data by clicking on the dropdown menu (bottom-left corner):

Highlander HV/Kluger HV AXUH7# A25B-FXS 5TDLB3CH70S031754 50670.00km Battery:10.9V

Engine **DTC** **Data List** Active Test Utility Dual Data List

MONITOR Frame - Time - Flag Count

1.001	0	0 km/h	0.0 %	0.0 %	0.01 gm/sec	99 kPa(abs)
Intake Manifold Absolute Pressure Supported	Intake Manifold Absolute Pressure Supported	Coolant Temperature 47 C	Intake Air Temperature 15 C	Ambient Temperature 15 C	Engine Run Time 869 sec	Initial Engine Coolant Temperature 47.5 C
Initial Engine Intake Air Temperature 15.0 C	Battery Voltage 14.3 V	Engine Oil Pressure 0.469 kPa	Throttle Request Position 0.977 V	Throttle Sensor Position 0.0 %	Throttle Position Sensor No.1 Voltage 0.977 V	Throttle Position Sensor No.2 Voltage 2.517 V
Throttle Position Command 0.977 V	Throttle Air Flow Learn Value (Area 1) 1.05	Throttle Air Flow Learn Value (Area 2) 1.05	Throttle Air Flow Learn Value (Area 3) 1.00	Low Revolution Control OFF	Engine Stall Control F/B Flow -1024.00 Nm	Target Fuel Pressure (High) 20000 kPag
Target Fuel Pressure (High) Supported Supp	Target Fuel Pressure (Low) / Target Fuel Pressure 2 0 kPag	Target Fuel Pressure (Low) / Target Fuel Pressure 2 Supported Supp	Fuel Pressure (High) 3730 kPag	Fuel Pressure (High) Supported Supp	Fuel Pressure (Low) / Fuel Pressure 2 430 kPag	Fuel Pressure (Low) / Fuel Pressure 2 Supported Supp
Fuel Pump Control Duty Ratio 3.0 %	Injector Cylinder #1 (Port) 0 μs	Injection Volume Cylinder #1 0.000 mi	High Fuel Pressure Sensor 3.735 MPa	High Pressure Fuel Pump Duty Ratio (D4) 0.0 %	High Pressure Fuel Pump Discharge Rate 0.150 mi	Injection Mode Direct
Injection Timing Cylinder #1 (D4) 0.0 deg(CA)	Injection Time Cylinder #1 (D4) 0 μs	Target Air-Fuel Ratio 0.618	Short FT B1S1 0.000 %	Short FT B1S2 0.000 %	Long FT B1S1 -5.260 %	Long FT B1S2 0.000 %
Fuel System Status Bank 1 Unused	Fuel System Status Bank 2 Unused	Ignition Timing Cylinder #1 5.0 deg	Knock Correct Learn Value 20.2 deg(CA)	Target EGR Valve Position No.1 Supported	Target EGR Valve Position No.1 Supported	Actual EGR Valve Position No.1 Supported
Actual EGR Valve Position No.2 Supported	Actual EGR Valve Position No.2 Unsupp	Rear Catalyst Estimate Temperature 294.5 C	Particulate Filter Differential Pressure Bank 1 0.20 kPa	Particulate Filter Differential Pressure Bank 1 Supported Supp	Differential Pressure Sensor Learning Value Bank 1 0.26 kPa	GPF Differential Pressure Offset Bank1 -0.83 kPa
PM Deposition Ratio Bank1 4 %	PM Deposition Value Bank1 0.16 g	PM Deposition Value Bank1 0.16 g	Ash Deposition Ratio Bank1 4 %	Ash Deposition Value Bank1 1.96 g	Complete Parts Monitor Avail	Complete Parts Monitor Result Compl
Fuel System Monitor Avail	Fuel System Monitor Result Compl	Fuel System Monitor Result Compl	Misfire Monitor Avail	Misfire Monitor Result Compl	EGR/VVT Monitor Avail	EGR/VVT Monitor Result Compl
A/F (O2) Sensor Heater Monitor Result Compl	A/F (O2) Sensor Monitor Compl	A/F (O2) Sensor Monitor Result Compl	Secondary Air Injection System Monitor Not Avil	Secondary Air Injection System Monitor Result Compl	Secondary Air Injection System Monitor Result	EVAP Monitor Not Avil
Heated Catalyst Monitor Not Avil	Heated Catalyst Monitor Result Compl	Heated Catalyst Monitor Result Compl	Catalyst Monitor Avail	Catalyst Monitor Result Compl	MIL OFF	MIL ON Run Distance 0 km
Time after DTC Cleared 14126 min	Distance from DTC Cleared 12632 km	Warmup Cycle Cleared DTC 255	Distance Traveled from Last Battery Cable Disconnected 26875 km	Number of Emission DTC 0	Ignition Trigger Count 383	

Primary All Data Engine Control Pst General Pst AF Control Pst AF Control (D4) Pst Throttle Pst Intake Control Pst Valve Control Pst Starting Pst Rough Idle Pst Evaporative Pst 2nd Air Pst CAT Converter Flexible Fuel Vehicle Check Mode Monitor Status Ignition

You can also highlight specific parameters by selecting them first:

ONLINE CAMRY HV AXVH71 A25A-FXS JTNB23HK203113906 - Battery:14.3V Vehicle - EU Andrej Skof

Hybrid Control Data List

STATUS

MONITOR	Frame	Time	Flag Count										
Internal Resistance 5	V			Internal Resistance 6	V	Internal Resistance 7	V	Internal Resistance 8	ohm	Internal Resistance 9	ohm	Internal Resistance 10	ohm
ohm				ohm		ohm		ohm		ohm		ohm	
Hybrid/EV Battery Temperature 1	C			Hybrid/EV Battery Temperature 2	C	Hybrid/EV Battery Temperature 3	C	Hybrid/EV Battery Cooling Fan	C	Hybrid/EV Battery Cooling Fan 1 Drive Request	%	Hybrid/EV Battery Cooling Fan 1 Drive Status	C
C				C		C		C		%		C	
Hybrid/EV Battery Cooling Fan Intake Air Temperature 1	C			Hybrid/EV Battery Cooling Fan Low Speed Request	C	Hybrid/EV Battery Sensor Module Power Supply Voltage	V	Hybrid/EV Battery Monitoring IC 1 Voltage 1	V	Hybrid/EV Battery Monitoring IC 1 Voltage 2	V	Hybrid/EV Battery Monitoring IC 2 Voltage 1	V
C				C		V		V		V		V	
Hybrid/EV Battery Monitoring IC 3 Voltage 1	V			Hybrid/EV Battery Monitoring IC 3 Voltage 2	V	Hybrid/EV Battery Current Sensor Power Supply Voltage	V	Hybrid/EV Battery Current Sensor Offset Learning Value	A	Hybrid/EV Battery Current Sensor Offset (High)	A	Number of Hybrid/EV Battery Current Sensor Characteristics Determination	C
V				V		V		A		A		C	
Insulation Resistance Division Check Completion using MG Inv	V			Insulation Resistance Division Check Completion using A/C Inv	V	Insulation Resistance Division Check Completion using SMR	V	Short Wave Highest Value Availability just after MG Inv On/Off	A	Short Wave Highest Value Availability just after A/C Inv On/Off	A	Short Wave Highest Value Availability just after SMR On/Off	A
V				V		V		A		A		A	
Permit Start by Immobiliser	C			Auxiliary Battery Voltage	V	Auxiliary Battery Voltage just before SMR Precharge	V	Auxiliary Battery Current	A	Smoothed Value of Auxiliary Battery Temperature	C	Auxiliary Battery Voltage Low Times	C
C				V		V		A		C		C	
Auxiliary Battery Charging Integrated Current	Ah			Auxiliary Battery Discharging Integrated Current	Ah	Auxiliary Battery Capacity after IG ON	Ah	Auxiliary Battery Capacity after IG OFF	Ah	Auxiliary Battery Status of Full Charge	Ah	Auxiliary Battery Charging Rate Accuracy	Ah
Ah				Ah		Ah		Ah		Ah		Ah	
Auxiliary Battery Sensor Sleep Time	h			Integrated Ready ON Time	hour	Number of Long Term Leaving with IG OFF	OFF	Auxiliary Battery Integrated Thermal Load	A	Total Distance Indicated after Long Term Leaving with IG OFF (1st)	km	Total Distance Indicated after Long Term Leaving with IG OFF (2nd)	km
h				hour		OFF		A		km		km	
Time of Long Term Leaving with IG OFF (1st)	day			Time of Long Term Leaving with IG OFF (2nd)	day	Time of Long Term Leaving with IG OFF (3rd)	day	Auxiliary Battery Average Current during IG OFF 1 Trip before	A	Auxiliary Battery Average Current during IG OFF 2 Trip before	A	Auxiliary Battery Average Current during IG OFF 3 Trip before	A
day				day		day		A		A		A	
Auxiliary Battery Average Current during IG OFF 5 Trip before	A			Total Distance Up to 1 Trip before	km	Total Distance Up to 2 Trip before	km	Total Distance Up to 3 Trip before	km	Total Distance Up to 4 Trip before	km	Total Distance Up to 5 Trip before	km
A				km		km		km		km		km	
IG OFF Time before 2 trip	day			IG OFF Time before 3 trip	day	IG OFF Time before 4 trip	day	IG OFF Time before 5 trip	day	IG ON Time Up to 1 trip before	min	IG ON Time Up to 2 trip before	min
day				day		day		day		min		min	
IG ON Time Up to 4 trip before	min			IG ON Time Up to 5 trip before	min	Ready ON Time Up to 1 trip before	min	Ready ON Time Up to 2 trip before	min	Ready ON Time Up to 3 trip before	min	Ready ON Time Up to 4 trip before	min
min				min		min		min		min		min	
Power Feeding Electrical Using Status													

All Data Text Search Sort by default Sort by name Sort by selection Sort by unit

Ver2022.03.004.01 Subscription Expiration:1746

And then clicking on "Sort by selection" button:

ONLINE CAMRY HV AXVH71 A25A-FXS JTNB23HK203113906 - Battery:14.3V Vehicle - EU Andrej Skof

Hybrid Control Data List

STATUS

MONITOR	Frame	Time	Flag Count										
Brake Cancel Switch	C			Shift Position Sensor (DB1)	C	WIN Control Limit Power	kW	Internal Resistance 6	ohm	Hybrid/EV Battery Cooling Fan Low Speed Request	C	Hybrid/EV Battery Current Sensor Power Supply Voltage	V
C				C		kW		ohm		C		V	
Insulation Resistance Division Check Completion using MG Inv	V			Short Wave Highest Value Availability just after SMR On/Off	A	Auxiliary Battery Voltage just before SMR Precharge	V	Auxiliary Battery Charging Rate Accuracy	A	Time of Long Term Leaving with IG OFF (2nd)	day	Total Distance Up to 4 Trip before	km
V				A		V		A		day		km	
Vehicle Speed	km/h			Target Engine Power	W	Execute Engine Power	W	Target Engine Revolution	rpm	Engine Speed	rpm	Calculate Load	%
km/h				W		W		rpm		rpm		%	
Starter Switch Signal	C			Engine Idling Request	C	Engine Start Request (A/C)	C	Engine Start Request (Engine Warm-up)	C	Engine Start Request (Hybrid/EV Battery Charging)	C	Engine Mode	C
C				C		C		C		C		C	
Engine Stop Request	C			Engine Stop FIC Status	C	Lack of Fuel	C	Accelerator Position	%	Accelerator Pedal Status	%	Accelerator Position Sensor No.1 Voltage	%
C				C		C		%		%		%	
Throttle Position Sensor No.1 Voltage %	%			Master Cylinder Control Torque	Nm	Shift Position	C	Shift Position (Meter)	C	Shift Switch Status (N,P Position)	C	Shift Position Sensor (PNB)	C
%				Nm		C		C		C		C	
Shift Position Sensor (DB2)	C			Shift Position Sensor (N)	C	Shift Position Sensor (R)	C	Shift Position Sensor (P)	C	Shift Lock Release Request	C	Sports Shift Position	C
C				C		C		C		C		C	
Sports Shift DOWN Signal	C			Transaxle Oil Temperature	C	Transaxle Oil Temperature Sensor Voltage	V	FR Wheel Speed	km/h	FL Wheel Speed	km/h	RR Wheel Speed	km/h
C				C		V		km/h		km/h		km/h	
Atmospheric Pressure	kPa(abs)			Intake Manifold Absolute Pressure	kPa	Intake Air Temperature	C	BATT Voltage	V	Smoothed Value of BATT Voltage	V	Warmup Cycle Cleared DTC	C
kPa(abs)				kPa		C		V		V		C	
Time after DTC Cleared	min			MIL	C	Running Time from MIL ON	min	Total Distance Traveled	km	Total Distance Traveled - Unit	km	MIL ON Run Distance	km
min				C		min		km		km		km	
IGB Signal Status	C			IG2 Signal Status	C	Ready Signal	C	HV/EV Activate Condition	C	MG Activate Condition	C	DSS Control Status	C
C				C		C		C		C		C	
Primary Driving Force Adjustment Result	C			SMRG Status	C	SMRG Control Status	C	SMRB Status	C	SMRB Control Status	C	SMRP Status	C
C				C		C		C		C		C	
WOUT Control Limit Power	kW			Voltage Deviation between before Boosting and after Boosting during SMR Precharge	V	A/C Consumption Power	kW	EV Mode	C	EV Mode Switch	C	Sport Mode Switch	C
kW				V		kW		C		C		C	
Normal Mode Switch	C			Inter Lock Switch	C	Inter Lock Switch (MG)	C	Stop Light Switch	C	Back Up Light Relay	C	VSC/TRC OFF Switch	C
C				C		C		C		C		C	

All Data Text Search Sort by default Sort by name Sort by selection Sort by unit

Ver2022.03.004.01 Subscription Expiration:1746

Graphing

Data list graphing can display up to 8 items (two in one graph)

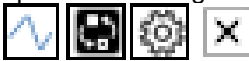
The screenshot shows a diagnostic software interface for a Highlander. A table of parameters is visible, with a 'Data List' dialog box open. The dialog box contains the following text:

You have selected too many parameters.
The graph function only supports eight parameters at the beginning.
If you want to display nine or more parameters at one time, switch to the Overlap display mode of the graph function, and add extra parameters.
Do you want to proceed to the graph function with the first eight selected parameters?

Buttons: Yes, No



Options on the right side for every graph that you open:

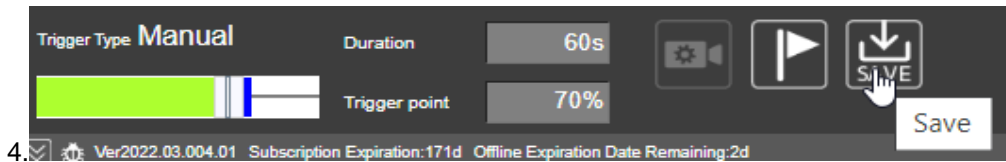
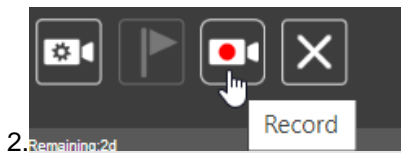
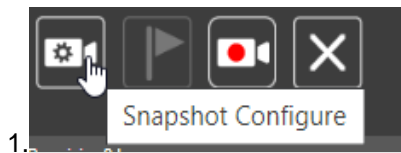
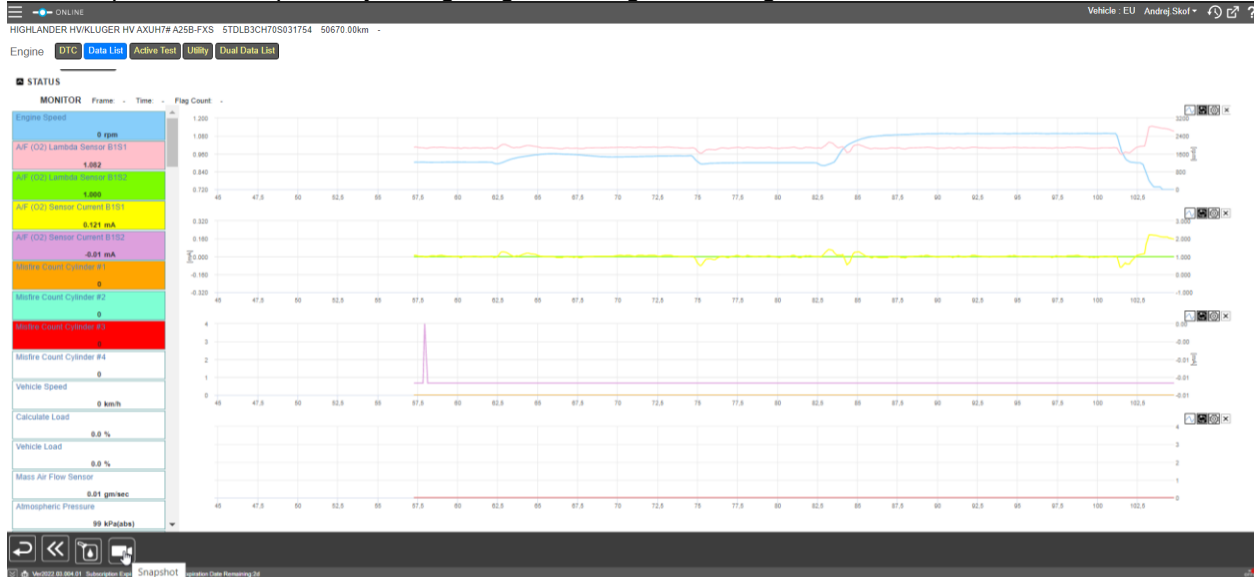


From left to right, these are:

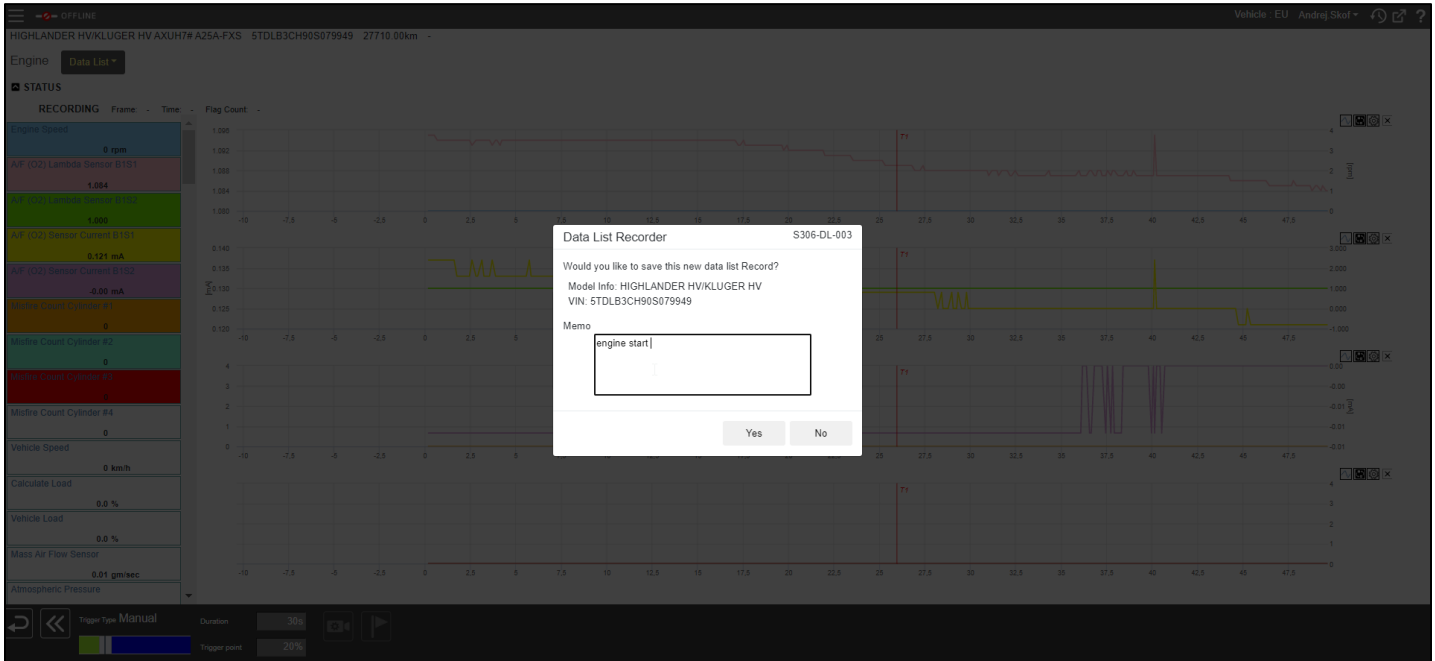
- Full Screen mode
- Graph change
- Graph setting
- Close

Snapshot


You can perform a snapshot by configuring, recording and saving it as shown below:

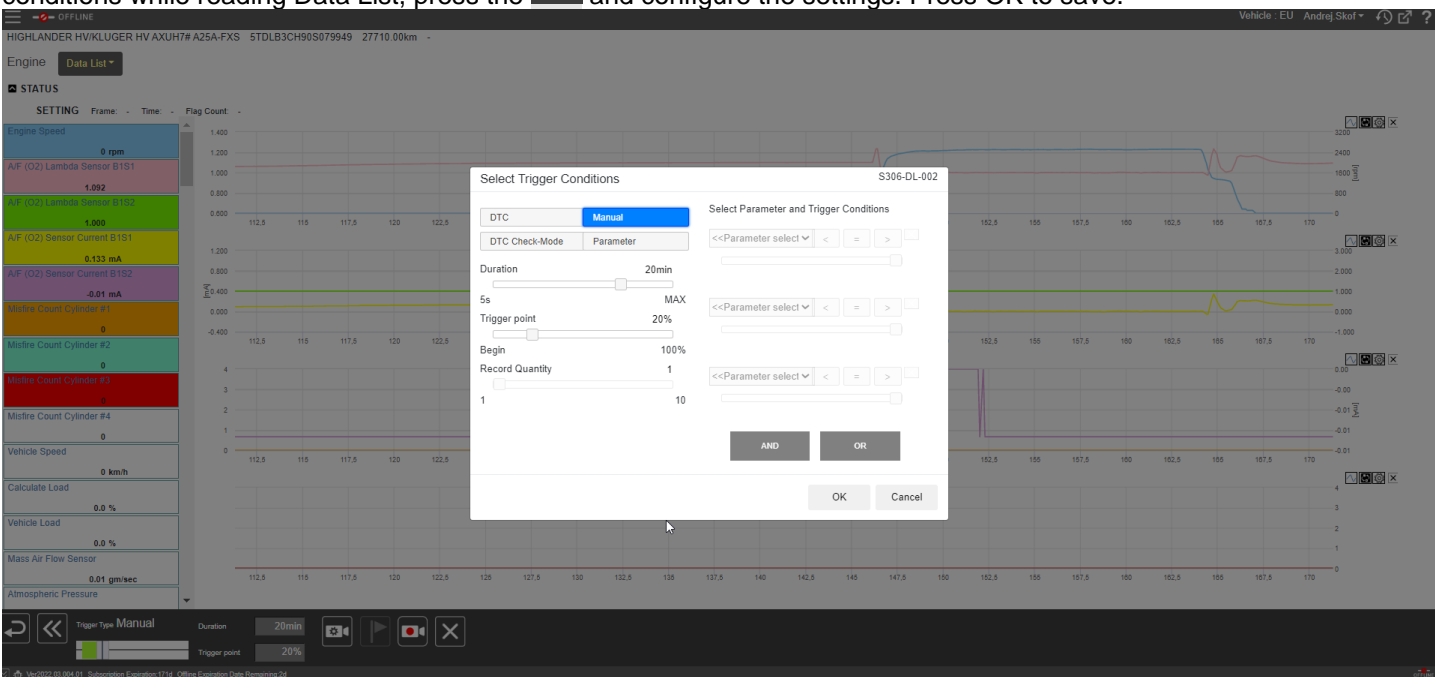


When the Snapshot is finished, you can add a Memo future information (example: "Engine start"), then press YES so the data will be saved



Selecting the Trigger Conditions

Default trigger conditions are stored when you launch the application for the first time. If you want to change the Trigger conditions while reading Data List, press the  and configure the settings. Press OK to save.



Graphing

You can directly start a Graph by clicking on the graph button at the bottom of the screen.

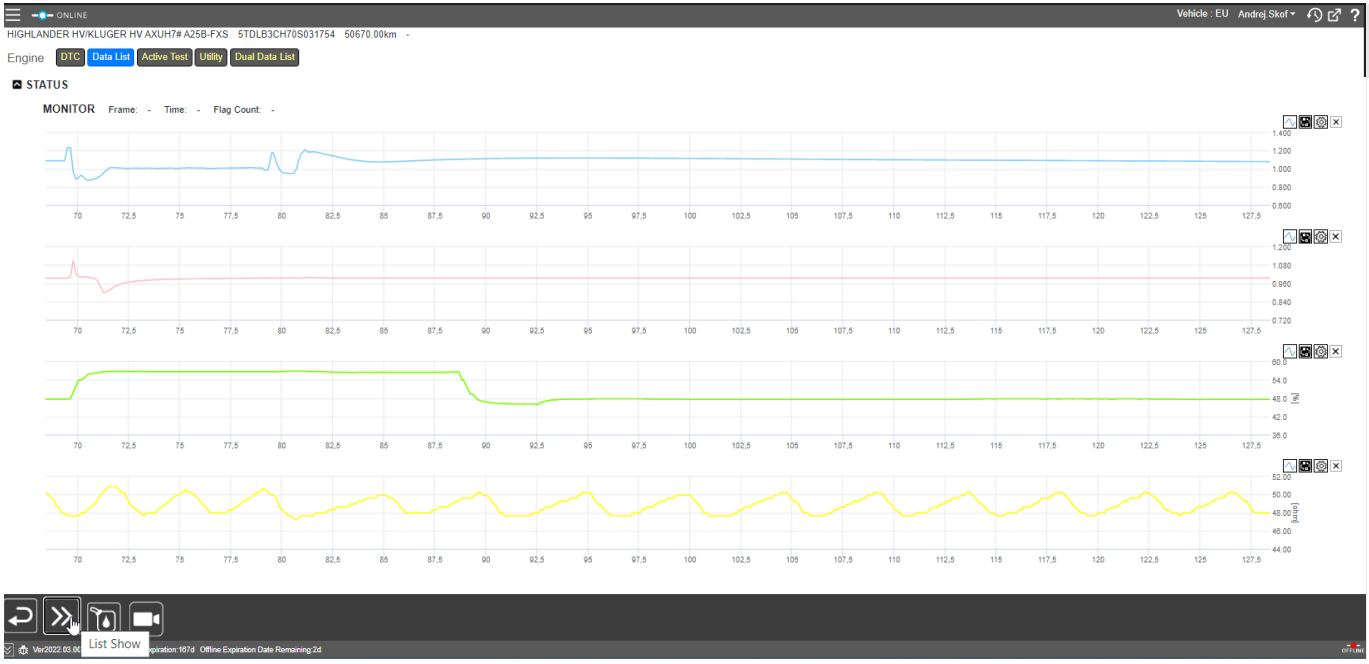
The screenshot shows the 'MONITOR' section of the diagnostic software. It contains a table with various vehicle parameters. At the bottom, there is a control bar with several icons: a list icon, a graph icon, a camera icon, and a refresh icon. The 'Graph' button is highlighted.

Vehicle Speed	Engine Speed	Calculate Load	Vehicle Load	Mass Air Flow Sensor	Intake Manifold Absolute Pressure
0 km/h	1277 rpm	21.2 %	14.5 %	3.68 gm/sec	35.81 kPa
Intake Manifold Absolute Pressure Supported	Coolant Temperature	Intake Air Temperature	Engine Run Time	IG-ON Coolant Temperature	Initial Engine Coolant Temperature
Supp	49 C	18 C	1563 sec	24.4 C	38.1 C
IG-ON Intake Air Temperature	Initial Engine Intake Air Temperature	Battery Voltage	BATT Voltage	IG2 / IGP	Throttle Position Sensor No.1 Voltage %
18.8 C	19.4 C	14.3 V	14.277 V	ON	16.1 %
Target Fuel Pressure (High)	Target Fuel Pressure (High) Supported	Target Fuel Pressure (Low) / Target Fuel Pressure 2	Target Fuel Pressure (Low) / Target Fuel Pressure 2 Supported	Fuel Pressure (High)	Fuel Pressure (High) Supported
9470 kPag	Supp	400 kPag	Supp	13200 kPag	Supp
Fuel Pressure (Low) / Fuel Pressure 2	Fuel Pressure (Low) / Fuel Pressure 2 Supported	Injector Cylinder #1 (Port)	Injection Volume Cylinder #1	High Fuel Pressure Sensor	Injection Mode
430 kPag	Supp	3534 µs	0.151 ml	13.205 MPa	Port
Injection Switching Status	Injection Timing Cylinder #1 (D4)	Injection Time Cylinder #1 (D4)	EVAP (Purge) VSV	EVAP Purge Flow	EVAP Purge Density Learn Value
OK	0.0 deg(CA)	628 µs	0.0 %	0.0 %	0.000
A/F (O2) Lambda Sensor B1S1	A/F (O2) Lambda Sensor B1S2	A/F (O2) Sensor Current B1S1	A/F (O2) Sensor Current B1S2	A/F (O2) Sensor Heater Duty Ratio B1S1	A/F Sensor Heater Current Value B1S2
1.097	0.994	0.012 mA	-0.14 mA	34.2 %	2.186 A
A/F Sensor Heater Duty B1S2	A/F Sensor Impedance B1S1	A/F Sensor Impedance B1S2	Short FT B1S1	Short FT B1S2	Long FT B1S1
46.4 %	50.25 ohm	32.10 ohm	0.000 %	-1.563 %	-1.563 %
Long FT B1S2	Total FT Bank 1	Fuel System Status Bank 1	Fuel System Status Bank 2	Complete Parts Monitor	Complete Parts Monitor Result
0.000 %	0.000	CL	Unused	Avail	Compl
A/F (O2) Sensor Heater Monitor	A/F (O2) Sensor Heater Monitor Result	A/F (O2) Sensor Monitor	A/F (O2) Sensor Monitor Result	Distance Traveled from Last Battery Cable Disconnect	IG OFF Elapsed Time
Avail	Compl	Avail	Compl	27228 km	190 min
Soak IC Current Timer Value	A/F Learn Value Idle (Port) Bank 1	A/F Learn Value Low (Port) Bank 1	A/F Learn Value Mid No.1 (Port) Bank 1	A/F Learn Value Mid No.2 (Port) Bank 1	A/F Learn Value High (Port) Bank 1
10153.125 sec	-1.6 %	-1.6 %	-1.2 %	-3.5 %	-3.5 %
A/F Learn Value Idle Bank 1	A/F Learn Value Low Bank 1	A/F Learn Value Mid No.1 Bank 1	A/F Learn Value Mid No.2 Bank 1	A/F Learn Value High Bank 1	Engine ECU Internal Temperature

By default, you will see both data list and graph on the screen. You can change this to show the graph only by clicking on


If you want to have data list active again, click on

The screenshot shows the 'MONITOR' section with the data list on the left and a graph on the right. The data list includes parameters like A/F (O2) Lambda Sensor B1S1, A/F (O2) Lambda Sensor B1S2, A/F Sensor Heater Duty B1S2, and A/F Sensor Impedance B1S1. The graph displays multiple data series over time, with the x-axis representing time from 45 to 100 seconds and the y-axis representing various sensor values.



Hovering your mouse on the coloured line in the graph will show the name of the parameter/sensor.



You can also open Graph directly without selecting any parameters by clicking on .

Doing so will start a blank screen with all the available parameters of the ECU on the left:

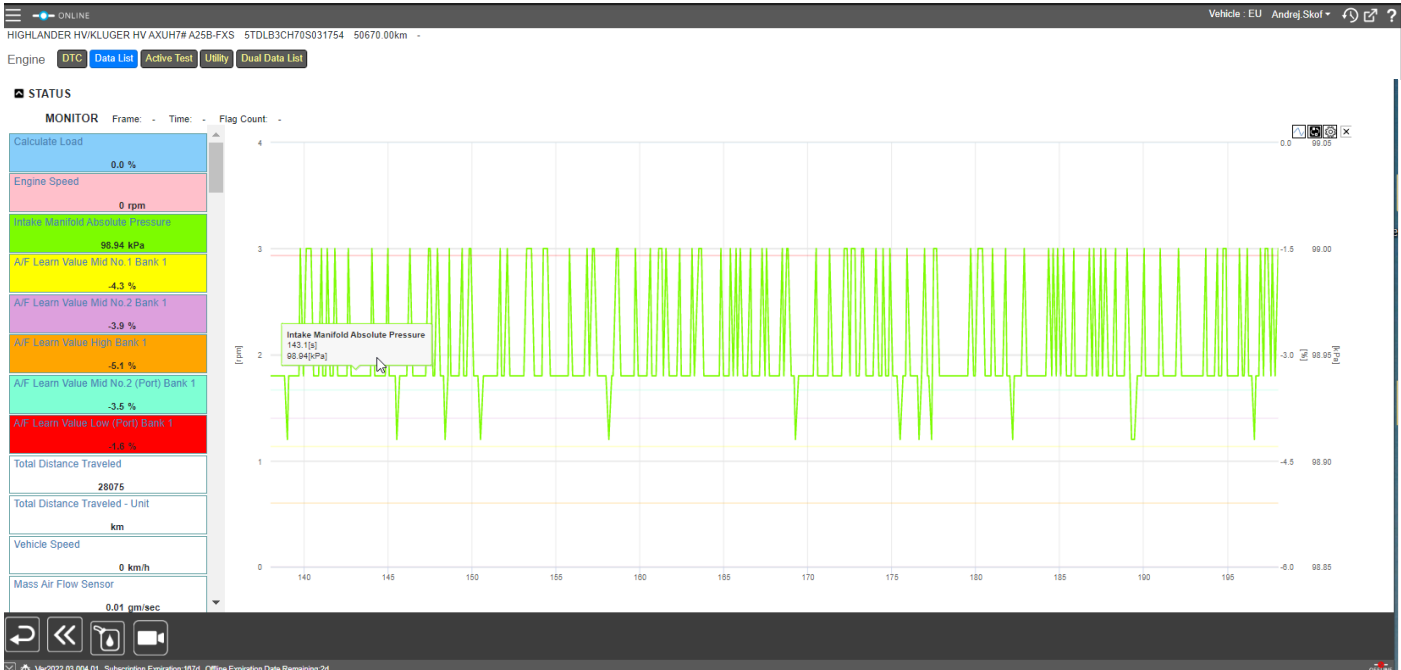
The screenshot shows the ECU monitoring interface. At the top, there is a dropdown menu for 'Engine' with 'Data List' selected. Below it is a 'STATUS' section with a 'MONITOR' tab. The left sidebar contains a list of parameters with their current values:

Total Distance Traveled	27710
Total Distance Traveled - Unit	km
Vehicle Speed	0 km/h
Engine Speed	0 rpm
Calculate Load	0.0 %
Vehicle Load	0.0 %
Mass Air Flow Sensor	0.01 gm/sec
Atmospheric Pressure	99 kPa(aba)
Intake Manifold Absolute Pressure	98.50 kPa
Intake Manifold Absolute Pressure Supported	Supp
Engine Oil Temperature Sensor	55 C
Coolant Temperature	60 C
Intake Air Temperature	15 C
Ambient Temperature	15 C

The right side of the interface is a large, empty blue area intended for a graph. At the bottom, there is a navigation bar with icons for back, home, and other functions, along with a status bar showing 'Ver2022.03.004.01' and 'Subscription Expiration: 171d'.

Click and hold the parameter on the left, then drag it into the blank area to add it to the graph options

This screenshot shows the same ECU monitoring interface as the previous one, but with the 'Calculate Load' parameter being dragged into the graph area. A mouse cursor is positioned over the 'Calculate Load' entry in the parameter list on the left. A small, semi-transparent box containing the text 'Calculate Load' and '0.0 %' is being dragged from the list into the large blue graph area on the right. The rest of the interface, including the 'Engine' dropdown, 'STATUS' section, and navigation bar, remains the same.




You can filter specific parameters by first clicking on the parameters, then using **NEW LIST**. Data will be shown at a higher refresh rate this way.



MONITOR Frame: - Time: - Flag Count: -

A/F (O2) Lambda Sensor B1S2	High Fuel Pressure Sensor	Battery Voltage	Mass Air Flow Sensor	Intake Manifold Absolute Pressure	Fuel Pressure (High)
0.996	10.660 MPa	14.3 V	0.01 gm/sec	98.94 kPa	10660 kPag
A/F (O2) Sensor Current B1S1	A/F (O2) Sensor Current B1S2				
0.117 mA	-0.10 mA				

Custom List | Text Search | Sort by default | Sort by name | Sort by selection | Sort by unit

If you want to remove parameters from the list, then first select those parameters and click on .

ONLINE HIGHLANDER HV/KLUGER HV AXUH7# A25B-FXS STDLB3CH70S031754 50670.00km - Vehicle: EU Andrej Skof

Engine **DTC** **Data List** **Active Test** **Utility** **Dual Data List**

STATUS

MONITOR Frame - Time - Flag Count -

Supported	Supp	45.6 C	44.4 C	17.5 C	15.0 C	ON	18.6 %
Throttle Sensor Position	Throttle Position Sensor No.1 Voltage	0.977 V	Engine Stall Control F/B Flow	Target Fuel Pressure (High)	Target Fuel Pressure (Low) / Target Fuel Pressure 2	Target Fuel Pressure (Low) / Target Fuel Pressure 2 Supported	Fuel Pressure (High)
0.0 %			-1024.00 Nm	20000 kPag	0 kPag	Supp	3070 kPag
Fuel Pressure (High) Supported	Fuel Pressure (Low) / Fuel Pressure 2 Supported	440 kPag	Fuel Pressure (Low) / Fuel Pressure 2 Supported	Fuel Pump Target Speed	Fuel Pump F/B Offset	Fuel Pump Control Duty Ratio	Low Pressure Fuel Delivery Internal Temperature
Supp			Supp	0 rpm	2.95 L/h	3.0 %	36.3 C
Injector Cylinder #1 (Port)	Injection Volume Cylinder #1	0.00 ml	Engine Fuel Rate	Vehicle Fuel Rate	Low Fuel Pressure Sensor	High Fuel Pressure Sensor	High Pressure Fuel Pump Duty Ratio (D4)
0 µs	0.000 ml	0.00 gm/sec	0.00 gm/sec	0.00 gm/sec	441.2 kPag	3.061 MPa	0.0 %
High Pressure Fuel Pump Discharge Rate	High Pressure Fuel Pump Internal Temperature	51.3 C	Injection Mode	Injection Switching Status	Injection Timing Cylinder #1 (D4)	Injection Time Cylinder #1 (D4)	Current Fuel Type
0.150 ml			Direct	OK	0.0 deg(CA)	0 µs	Gasoline/petrol
EVAP (Purge) VSV	EVAP Purge Flow	0.0 %	EVAP Purge Density Learn Value	A/F (O2) Lambda Sensor B1S1	A/F (O2) Lambda Sensor B1S2	A/F (O2) Sensor Heater Duty Ratio B1S1	A/F Sensor Heater Duty B1S2
0.0 %	0.0 %	0.000	0.000	1.031	1.000	35.4 %	0.0 %
Short FT B1S1	Short FT B1S2	0.000 %	Long FT B1S1	Long FT B1S2	Total FT Bank 1	Fuel System Status Bank 1	Fuel System Status Bank 2
0.000 %	0.000 %	-6.250 %	0.000 %	0.000	0.000	Unused	Unused
Ignition Timing Cylinder #1	Knock F/B Value	-3.0 deg(CA)	Knock Correct Learn Value	Idle Spark Advance Control Cylinder #1	Idle Spark Advance Control Cylinder #2	Idle Spark Advance Control Cylinder #3	Idle Spark Advance Control Cylinder #4
5.0 deg			20.2 deg(CA)	0.00 deg(CA)	0.00 deg(CA)	0.00 deg(CA)	0.00 deg(CA)
VVT Advance Fail	Exhaust VVT Retarded Fail	OFF	Exhaust VVT OCV Control Duty Ratio	Intake VVT Target Angle Bank 1	Exhaust VVT Target Angle Bank 1	Intake VVT Timing Most Over-Retarded Learn Value Bank 1	Exhaust VVT Timing Most Over-Retarded Learn Value Bank 1
OFF	OFF	11.2 %	11.2 %	0.0 DegFR	0.0 DegFR	29.10 deg(CA)	53.15 deg(CA)
VVT-E Duty Ratio Bank 1	VVT-E Motor Direction Bank 1	OFF	VVT-E Opening Angle Bank 1	Engine Exhaust Flow Rate	GPF Differential Pressure Sensor Bank 1	Differential Pressure Sensor Learning Value Bank 1	GPF Differential Pressure Offset Bank 1
0.0 %	Forward	0 deg	0 deg	0.0 kgh	0.23 kPa	0.26 kPa	-0.02 kPa
GPF Clogged Deformation Threshold Bank 1	GPF Steady Differential Pressure Average Bank 1	3.21 kPa	GPF Steady Air Flow Average Bank 1	PM Deposition Ratio Bank 1	PM Deposition Value Bank 1	Ash Deposition Ratio Bank 1	Ash Deposition Value Bank 1
60.00 kPa			0.00 gm/sec	5 %	0.16 g	4 %	1.96 g
Distance Traveled from Last Battery Cable Disconnect	IG OFF Elapsed Time	20 min	Soak IC Current Timer Value	A/F Learn Value Idle (Port) Bank 1	A/F Learn Value Low (Port) Bank 1	A/F Learn Value Mid No.1 (Port) Bank 1	A/F Learn Value Mid No.2 (Port) Bank 1
26875 km			3281.250 sec	-9.4 %	-2.0 %	-1.2 %	-3.1 %
A/F Learn Value High (Port) Bank 1	A/F Learn Value Idle Bank 1	-6.3 %	A/F Learn Value Low Bank 1	A/F Learn Value Mid No.1 Bank 1	A/F Learn Value Mid No.2 Bank 1	A/F Learn Value High Bank 1	Engine ECU Internal Temperature
-3.1 %			-6.3 %	-4.7 %	-3.9 %	-4.3 %	20 C
Cooling Fan Duty Ratio							47.5 %

Custom List Text Search [X] Sort by default Sort by name Sort by selection Sort by unit

Remove from List Office Expiration Date Remaining 2d

ONLINE HIGHLANDER HV/KLUGER HV AXUH7# A25B-FXS STDLB3CH70S031754 50670.00km - Vehicle: EU Andrej Skof

Engine **DTC** **Data List** **Active Test** **Utility** **Dual Data List**


STATUS


MONITOR Frame - Time - Flag Count -


Mass Air Flow Sensor	Atmospheric Pressure	Coolant Temperature	Intake Air Temperature	Ambient Temperature	Engine Run Time	Throttle Position Sensor No.2 Voltage	Throttle Position Command
0.01 gm/sec	99 kPa(aba)	43 C	15 C	15 C	1780 sec	2.617 V	0.977 V
Throttle Position Sensor Open Position No.2	Throttle Motor Current	Throttle Motor Duty Ratio	Throttle Motor Duty Ratio (Open)	Throttle Motor Duty Ratio (Close)	Throttle Position Sensor Fully Closed Learn Value	Throttle Air Flow Learn Value (Area 2)	Throttle Air Flow Learn Value (Area 3)
2.090 V	0.2 A	19.5 %	5 %	0 %	0.625 V	1.05	1.00
Throttle Air Flow Learn Value (Calculated Value)	Throttle Air Flow Learn Value (Atmosphere Pressure/Reset Value)	Low Revolution Control	Total Distance Traveled - Unit	Intake Manifold Absolute Pressure	Intake Manifold Absolute Pressure Supported	IG-ON Coolant Temperature	Initial Engine Coolant Temperature
0.10	0.97	OFF	km	90.50 kPa	Supp	45.6 C	42.5 C
IG-ON Intake Air Temperature	Initial Engine Intake Air Temperature	IG2 / IGP	Throttle Position Sensor No.1 Voltage %	Throttle Sensor Position	Throttle Position Sensor No.1 Voltage	Engine Stall Control F/B Flow	Target Fuel Pressure (High)
17.5 C	15.0 C	ON	19.6 %	0.0 %	0.977 V	-1024.00 Nm	20000 kPag
Target Fuel Pressure (Low) / Target Fuel Pressure 2	Target Fuel Pressure (Low) / Target Fuel Pressure 2 Supported	Fuel Pressure (High)	Fuel Pressure (High) Supported	Fuel Pressure (Low) / Fuel Pressure 2	Fuel Pressure (Low) / Fuel Pressure 2 Supported	Fuel Pump Control Duty Ratio	Injector Cylinder #1 (Port)
0 kPag	Supp	2710 kPag	Supp	430 kPag	Supp	3.0 %	0 µs
Injection Volume Cylinder #1	Engine Fuel Rate	High Pressure Fuel Pump Duty Ratio (D4)	High Pressure Fuel Pump Discharge Rate	High Pressure Fuel Pump Internal Temperature	Injection Time Cylinder #1 (D4)	Current Fuel Type	EVAP (Purge) VSV
0.000 ml	0.00 gm/sec	0.0 %	0.150 ml	50.6 C	0 µs	Gasoline/petrol	0.0 %
A/F (O2) Lambda Sensor B1S2	A/F (O2) Sensor Heater Duty Ratio B1S1	A/F Sensor Heater Duty B1S2	Short FT B1S1	Total FT Bank 1	Fuel System Status Bank 1	Fuel System Status Bank 2	Ignition Timing Cylinder #1
1.000	21.7 %	0.0 %	0.000 %	0.000	Unused	Unused	5.0 deg
Idle Spark Advance Control Cylinder #3	Idle Spark Advance Control Cylinder #4	Exhaust VVT Target Angle Bank 1	Intake VVT Timing Most Over-Retarded Learn Value Bank 1	Exhaust VVT Timing Most Over-Retarded Learn Value Bank 1	VVT-E Duty Ratio Bank 1	VVT-E Motor Direction Bank 1	VVT-E Opening Angle Bank 1
0.00 deg(CA)	0.00 deg(CA)	0.0 DegFR	29.10 deg(CA)	92.18 deg(CA)	0.0 %	Forward	0 deg
Engine Exhaust Flow Rate	GPF Differential Pressure Sensor Bank 1	Differential Pressure Sensor Learning Value Bank 1	GPF Differential Pressure Offset Bank 1	GPF Steady Differential Pressure Average Bank 1	GPF Steady Air Flow Average Bank 1	PM Deposition Value Bank 1	Ash Deposition Ratio Bank 1
0.0 kgh	0.23 kPa	0.26 kPa	-0.02 kPa	3.21 kPa	0.00 gm/sec	0.16 g	4 %
Ash Deposition Value Bank 1	Distance Traveled from Last Battery Cable Disconnect	IG OFF Elapsed Time	Soak IC Current Timer Value	A/F Learn Value Idle (Port) Bank 1	A/F Learn Value Low (Port) Bank 1	A/F Learn Value Mid No.1 (Port) Bank 1	A/F Learn Value Mid No.2 (Port) Bank 1
1.96 g	26875 km	20 min	3309.375 sec	-9.4 %	-2.0 %	-1.2 %	-3.1 %
A/F Learn Value High (Port) Bank 1	A/F Learn Value Idle Bank 1	A/F Learn Value Low Bank 1	A/F Learn Value Mid No.1 Bank 1	A/F Learn Value Mid No.2 Bank 1	A/F Learn Value High Bank 1	Engine ECU Internal Temperature	Cooling Fan Duty Ratio
-3.1 %			-6.3 %	-4.7 %	-3.9 %	-4.3 %	0.0 %

Custom List Text Search [X] Sort by default Sort by name Sort by selection Sort by unit

Remove from List Office Expiration Date Remaining 2d

Data manager  adds parameters to the list

First click on the parameter you wish to add, then click on  to add it to the custom list.

To remove parameters from the custom list, select it from the list and click on .

To add or remove all parameters directly, you can use the double arrows: .

Text Search in Data list

You can search for specific parameters by typing a keyword in Text Search:

STATUS

MONITOR Frame - Time - Flag Count -

Vehicle Speed 0 km/h	Engine Speed 0 rpm	Calculate Load 0.0 %	Vehicle Load 0.0 %	Mass Air Flow Sensor 0.01 gm/sec	Atmospheric Pressure 99 kPa(abs)	Intake Manifold Absolute Pressure 88.47 kPa	Intake Manifold Absolute Pressure Supported Supp
Coolant Temperature 39 C	Intake Air Temperature 15 C	Ambient Temperature 15 C	Engine Run Time 1575 sec	IG-ON Coolant Temperature 45.6 C	Initial Engine Coolant Temperature 38.8 C	IG-ON Intake Air Temperature 17.5 C	Initial Engine Intake Air Temperature 15.0 C
Battery Voltage 14.4 V	BATT Voltage 14.385 V	Throttle Position Sensor No.1 Voltage % 19.6 %	Low Revolution Control OFF	Target Fuel Pressure (High) 20000 kPag	Target Fuel Pressure (High) Supported Supp	Target Fuel Pressure (Low) / Target Fuel Pressure 2 0 kPag	Target Fuel Pressure (Low) / Target Fuel Pressure 2 Supported Supp
Fuel Pressure (High) 1580 kPag	Fuel Pressure (Low) / Fuel Pressure 2 420 kPag	Fuel Pressure (Low) / Fuel Pressure 2 Supported Supp	Injector Cylinder #1 (Port) 0 µs	Injection Volume Cylinder #1 0.000 ml	High Fuel Pressure Sensor 1.588 MPa	Injection Mode Direct	Injection Switching Status OK
Injection Timing Cylinder #1 (D4) 0.0 deg(CA)	Injection Time Cylinder #1 (D4) 0 µs	Current Fuel Type Gasoline/petrol	EVAP (Purge) VSV 0.0 %	EVAP Purge Flow 0.0 %	EVAP Purge Density Learn Value 0.000	A/F (O2) Lambda Sensor B1S1 1.009	A/F (O2) Lambda Sensor B1S2 1.000
A/F Sensor Heater Duty B1S2 0.0 %	Short FT B1S1 0.000 %	Short FT B1S2 0.000 %	Long FT B1S1 -6.250 %	Long FT B1S2 0.000 %	Total FT Bank 1 0.000	Fuel System Status Bank 1 Unused	Fuel System Status Bank 2 Unused
Ignition Timing Cylinder #1 5.0 deg	Knock F/B Value -3.0 deg(CA)	Knock Correct Learn Value 20.2 deg(CA)	Idle Spark Advance Control Cylinder #1 0.00 deg(CA)	Idle Spark Advance Control Cylinder #2 0.00 deg(CA)	Idle Spark Advance Control Cylinder #3 0.00 deg(CA)	Idle Spark Advance Control Cylinder #4 0.00 deg(CA)	VVT Advance Fail OFF
Exhaust VVT Retarded Fail OFF	Exhaust VVT OCV Control Duty Ratio Bank 1 11.3 %	Intake VVT Target Angle Bank 1 0.0 DegFR	Exhaust VVT Target Angle Bank 1 0.0 DegFR	Intake VVT Timing Most Over-Retarded Learn Value Bank 1 29.10 deg(CA)	Exhaust VVT Timing Most Over-Retarded Learn Value Bank 1 93.18 deg(CA)	VVT-IE Duty Ratio Bank 1 0.0 %	VVT-IE Motor Direction Bank 1 Forward
VVT-IE Opening Angle Bank 1 0 deg	Misfire Monitor Avail	Misfire Monitor Result Compd	Distance Traveled from Last Battery Cable Disconnect 26875 km	IG OFF Elapsed Time 20 min	Soak IC Current Timer Value 3412.500 sec	Ignition Trigger Count 307	Misfire Count Cylinder #1 0
Misfire Count Cylinder #2 0	Misfire Count Cylinder #3 0	Misfire Count Cylinder #4 0	All Cylinders Misfire Count 0	Misfire RPM 0 rpm	Misfire Load 0 %	Misfire Margin 127 %	Catalyst OT Misfire Fuel Cut Avail
Catalyst OT Misfire Fuel Cut History OFF	Catalyst OT Misfire Fuel Cut Cylinder #1 OFF	Catalyst OT Misfire Fuel Cut Cylinder #2 OFF	Catalyst OT Misfire Fuel Cut Cylinder #3 OFF	Catalyst OT Misfire Fuel Cut Cylinder #4 OFF	Engine ECU Internal Temperature 20 C		

Active test

You can use Active Test for further inspections.

On the right side of the screen, you will see the respective description for the operation highlighted on the left side of the screen.

The screenshot shows the 'Active Test' section of the diagnostic software. On the left, a list of tests is displayed, with 'Control the Injection Volume' selected. On the right, the description and execution conditions for this test are provided.

Description:
This test switches the injector volume from 24.8% to -12.5% incrementally.

Available commands & expected results:
Operate with the Engine Speed 3000 rpm or less. Coolant temp 178F (80C) or more and Enrichment for Over Temperature Protection off.

Execute condition:
-12.5% Min to 24.8% Max

At the bottom of the interface, there is a checkbox: Check if you want to execute the active test on the Dual Data List screen.

Below is an example for EGR valve activation:

The screenshot displays the 'STATUS' monitor section with a table of various engine parameters and a control dialog for 'Activate the EGR Valve Close'.

Vehicle Speed 0 km/h	Engine Speed 806 rpm	Calculate Load 18.4 %	MAF 6.64 gm/sec	Atmosphere Pressure 97 kPa(aba)	MAP 92 kPa	Coolant Temp 80 C	Intake Air 21 C
Intake Air Temp (Turbo) 31 C	Engine Run Time 441 s	Initial Engine Coolant Temp 70.0 C	Initial Intake Air Temp 27.5 C	Battery Voltage 14.2 V	Alternate Duty Ratio 34 %	Accel Position 0.00 %	Accel Sens. No.1 Volt % 16.1 %
Accel Sens. No.2 Volt % 31.8 %	Actual Throttle Position 87 %	Throttle Close Learning Val. 17.2 deg	Diesel Throttle Learn Status OK	Throttle Sensor Volt % 28.4 %	Throttle Motor DUTY 48.4 %	Injection Volume 0.04 mm3/st	Inj. FB Vol. for Idle 1.98 mm3/st
Inj Vol Feedback Learning 2.0 mm3/st	Idle Signal Output Value 0	Injection Feedback Val #1 0.3 mm3/st	Injection Feedback Val #2 1.1 mm3/st	Injection Feedback Val #3 -0.8 mm3/st	Injection Feedback Val #4 -0.8 mm3/st	Pilot 1 Injection Period 472 µs	Pilot 2 Injection Period 497 µs
Main Injection Period 587 µs	After Injection Period 0 µs	Pilot 1 Injection Timing -0.0 deg(CA)	Pilot 2 Injection Timing -3.3 deg(CA)	Main Injection Timing 2.4 deg(CA)	After Injection Timing 0.0 deg(CA)	Injector Memory Error No Error	Target Common Rail Pressure 37600 kPa(aba)
Fuel Press 40950 kPag	Fuel Temperature 49 C	Target Pump SCV Current 1128.0 mA	Target EGR Position 24.7 %	EGR Lift Sensor Volt % 67.6 %	EGR Close Learn Val. 4.05 V	EGR Close Lrn. Val. 4.05 V	EGR Close Lrn. Status OK
Target Booster Pressure 93.91 kPa(aba)	VN Turbo Command 76 %	Starter Signal OFF	Starter Control OFF	Starter Relay OFF	ACC Relay OFF	Neutral Position SW Signal OFF	Stop Light Switch OFF
A/C Signal OFF	# Codes(Include History) 0	MIL ON Run Distance 0 km	Running Time from MIL ON 0 min	Time after DTC Cleared 7 min	Distance from DTC Cleared 0 km	Warmup Cycle Cleared DTC 0	TC and TE1 OFF
Electric Fan Motor OFF							

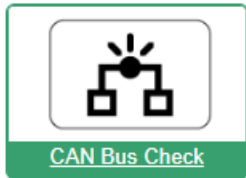
The 'Activate the EGR Valve Close' dialog box shows 'OFF' selected, with left and right arrow buttons for navigation.

Utility

Just like Active Test, you can use utilities for further investigations:

The screenshot shows a diagnostic tool interface for a Highlanders HV/Kluger HV. The top bar displays 'ONLINE' and 'Vehicle: EU Andrej Skof'. Below the bar, there are buttons for 'DTC', 'Data List', 'Active Test', 'Utility', and 'Dual Data List'. The 'Utility' button is highlighted. Below the buttons, a list of utility options is shown, with 'AFI/O2 Sensor Operation' selected. To the right of the list, a description for the selected utility is displayed: '<Usage> Faster detection of the failure parts' and '<Introduction> Graph ranges of emission related items are fixed to make detection of failure parts easier'. At the bottom left, there is a version and subscription information: 'Ver2022.03.004.01 Subscription Expiration: 1746'. At the bottom right, there is a right arrow button.

CAN Bus Check



Starting the CAN Bus Check

Clicking on this button will start the CAN communication check on the car:

The screenshot shows the 'CAN Bus Check' dialog box in the diagnostic tool. The dialog box has a title bar with 'CAN Bus Check' and '5604-02'. Below the title bar, there is a message: 'select the information and press Next or just press Skip. (if Skip is pressed, "-" is displayed in J/C field.)'. Below the message, there is a dropdown menu with 'for LHD' selected. Below the dropdown menu, there are seven empty dropdown menus. At the bottom of the dialog box, there are three buttons: 'Skip', 'Next', and 'Cancel'. The 'Next' button is highlighted with a mouse cursor.

ONLINE Vehicle: EU Andrej Skof

CAMRY HV AXVH71 A25A-FXS JTNB23HK203113906 7394.00km Battery:11.8V

Communication Bus Check

CAN Bus Check will refresh automatically.
Please reference the repair manual to determine which ECUs should be present.

Currently communicating. Communication re-established. No longer communicating.

Bus Monitoring ECU: -

System	Bus	J/C	Status
D-Door Motor	Sub bus 1	-	Normal
Master Switch	Sub bus 1	-	Normal
P-Door Motor	Sub bus 1	-	Normal
RL-Door Motor	Sub bus 1	-	Normal
RR-Door Motor	Sub bus 1	-	Normal
Rain and/or Humidity Sensor	Sub bus 1	-	Normal
Tire Pressure	Sub bus 1	-	Normal
Wiper	Sub bus 1	-	Normal
Front Camera Module	Bus 1	No. 1 CAN Junction Connector	Normal
Front Radar	Bus 1	No. 1 CAN Junction Connector	Normal
Clearance Warning (Clearance Sonar)	Bus 1	No. 5 CAN Junction Connector	Normal
Parking Assist Monitor System / Rear Camera	Bus 1	No. 5 CAN Junction Connector	Normal
ECM (Engine)	Bus 2	No. 2 CAN Junction Connector	Normal
Motor Generator	Bus 2	No. 2 CAN Junction Connector	Normal
Skid Control (ABS/VSC/TRAC)	Bus 2	No. 2 CAN Junction Connector	Normal
Acoustic Vehicle Alerting System	Bus 2	No. 4 CAN Junction Connector	Normal
Hybrid Vehicle Control	Bus 2	No. 4 CAN Junction Connector	Normal
DCM	Bus 3	No. 4 CAN Junction Connector	Normal
Display and Navigation (AVN)	Bus 3	No. 4 CAN Junction Connector	Normal
ECM (Engine)	Bus 4	No. 2 CAN Junction Connector	Normal
Electric Parking Brake	Bus 4	No. 2 CAN Junction Connector	Normal
Power Steering (EPS)	Bus 4	No. 2 CAN Junction Connector	Normal

Ver2022.03.004.01 Subscription Expiration:174d

OFFLINE Vehicle: EU Andrej Skof

HIGHLANDER HV/KLUGER HV AXUH7# A25A-FXS 5TDLB3CH90S079949 27710.00km Battery:14.2V

Communication Bus Check(Detail)

CAN Bus Check will refresh automatically.
Please reference the repair manual to determine which ECUs should be present.

No lost communication until now (Lost Communication Time is less than 6s) Lost Communication until now(Lost Communication Time is 6s or more)

Bus Monitoring ECU: - Current Trip: 1390

System	Bus	J/C	Lost Communication Time	Lost Communication Trip
D-Door Motor	Sub bus 1	-	0	-
Master Switch	Sub bus 1	-	0	-
P-Door Motor	Sub bus 1	-	0	-
RL-Door Motor	Sub bus 1	-	0	-
RR-Door Motor	Sub bus 1	-	0	-
Rain and/or Humidity Sensor	Sub bus 1	-	0	-
Sliding Roof	Sub bus 1	-	0	-
Sliding Sunshade	Sub bus 1	-	0	-
Tire Pressure	Sub bus 1	-	0	-
Wiper Module	Sub bus 1	-	0	-
Blind Spot Monitor Master	Bus 1	No. 10 Global CAN Junction Connector	0	0
Parking Assist Monitor System / Rear Camera	Bus 1	No. 10 Global CAN Junction Connector	0	0
Clearance Warning (Clearance Sonar)	Bus 1	No. 5 Global CAN Junction Connector	0	0
Front Camera Module	Bus 1	No. 5 Global CAN Junction Connector	0	0
Front Radar	Bus 1	No. 5 Global CAN Junction Connector	0	0
Panoramic View Monitor / Circumference Monitoring Camera Contro...	Bus 1	No. 5 Global CAN Junction Connector	0	0
Acoustic Vehicle Alerting System	Bus 2	No. 1 Global CAN Junction Connector	0	0
Brake Booster	Bus 2	No. 1 Global CAN Junction Connector	0	0
ECM (Engine)	Bus 2	No. 1 Global CAN Junction Connector	0	0
Hybrid Vehicle Control	Bus 2	No. 1 Global CAN Junction Connector	0	0
Motor Generator	Bus 2	No. 1 Global CAN Junction Connector	0	0
Rear Motor Generator	Bus 2	No. 1 Global CAN Junction Connector	0	0

Ver2022.03.004.01 Subscription Expiration:171d Offline Expiration Date Remaining:2d

OFFLINE Vehicle: EU Andrej Skof ?

HIGHLANDER HV/KLUGER HV AXUH7# A25A-FXS 5TDLB3CH90S079949 27710.00km Battery:14.2V

Communication Bus Check

STATUS
 CAN Bus Check will refresh automatically.
 Please reference the repair manual to determine which ECUs should be present.
 Currently communicating Communication re-established. No longer communicating

Bus Monitoring ECU

System	Bus	JIC	Status
D-Door Motor	Sub bus 1	-	Normal
Master Switch	Sub bus 1	-	Normal
P-Door Motor	Sub bus 1	-	Normal
RL-Door Motor	Sub bus 1	-	Normal
RR-Door Motor	Sub bus 1	-	Normal
Rain and/or Humidity Sensor	Sub bus 1	-	Normal
Sliding Roof	Sub bus 1	-	Normal
Sliding Sunshade	Sub bus 1	-	Normal
Tire Pressure	Sub bus 1	-	Normal
Wiper Module	Sub bus 1	-	Normal
Blind Spot Monitor Master	Bus 1	No. 10 Global CAN Junction Connector	Normal
Parking Assist Monitor System / Rear Camera	Bus 1	No. 10 Global CAN Junction Connector	Normal
Clearance Warning (Clearance Sonar)	Bus 1	No. 5 Global CAN Junction Connector	Normal
Front Camera Module	Bus 1	No. 5 Global CAN Junction Connector	Normal
Front Radar	Bus 1	No. 5 Global CAN Junction Connector	Normal
Panoramic View Monitor / Circumference Monitoring Camera Control Module	Bus 1	No. 5 Global CAN Junction Connector	Normal
Acoustic Vehicle Alerting System	Bus 2	No. 1 Global CAN Junction Connector	Normal
Brake Booster	Bus 2	No. 1 Global CAN Junction Connector	Normal
ECM (Engine)	Bus 2	No. 1 Global CAN Junction Connector	Normal
Hybrid Vehicle Control	Bus 2	No. 1 Global CAN Junction Connector	Normal
Motor Generator	Bus 2	No. 1 Global CAN Junction Connector	Normal
Rear Motor Generator	Bus 2	No. 1 Global CAN Junction Connector	Normal

ALL [Icons] Communication Malfunction Check

Ver2022.03.004.01 Subscription Expiration:1714 Offline Expiration Date Remaining:2d

OFFLINE Vehicle: EU Andrej Skof ?

HIGHLANDER HV/KLUGER HV AXUH7# A25A-FXS 5TDLB3CH90S079949 27710.00km Battery:14.2V

Communication Malfunction

System	DTC	Description

[Refresh] [Save] [Refresh]

Ver2022.03.004.01 Subscription Expiration:1714 Offline Expiration Date Remaining:2d

Stored Data



Accessing Stored Data

Clicking on this button gives you access to the information stored for this vehicle.

CAMRY HV AXVH71 A25A-FXS JTNB23HK203113906 7394.00km Battery:14.3V Vehicle EU Andrej Skof

STATUS

File Notes:

Model	CAMRY HV		
Model Code	AXVH71		
Vehicle Spec	A25A-FXS		
Option1	Others		
Option2	2102-2208		
Option3	Others		
Production Date			
Odometer	7394km	VIN	JTNB23HK203113906
GTS+ version	2022.03.004.01	User Type	Authorized Repairer
Memo			

Customize



Starting the Customize operation

Clicking on this button will enable the user to change some customization options on the vehicle:

The screenshot shows a three-step process in a web-based interface for customizing a vehicle. The interface is titled "ONLINE" and shows vehicle details: "CAMRY HV AXVH71 A25A-FXS JTNB23HK203113906 - Battery: 14.2V".

Step 1: Select Customize Function

Wireless Door Lock	Door Lock
Security	Power Window
Wiper	Illuminated Entry
Warning	Light Control
Tilt & Telesco	Slide Roof
Air Conditioner	Sensor
Display	Unit conversion
Entry & Start	PSD & PBD operation
Seat	Others

Step 2: Loading

A modal dialog box titled "Customize" is displayed with the text "Please Wait..." and a progress bar.

Step 3: Select Customize Parameter

Item	Settings
Wireless Control	<input type="checkbox"/> OFF <input checked="" type="checkbox"/> ON
Hazard Answer Back	<input type="checkbox"/> OFF <input checked="" type="checkbox"/> ON
Open Door Warning	<input type="checkbox"/> OFF <input checked="" type="checkbox"/> ON
Unlock 2 Operation	<input checked="" type="checkbox"/> OFF <input type="checkbox"/> ON
Trunk Lid Operation	<input type="checkbox"/> 11m ON <input type="checkbox"/> 21m ON <input checked="" type="checkbox"/> Long1 <input type="checkbox"/> Long2 <input type="checkbox"/> Prohibit
Auto Lock Time	<input checked="" type="checkbox"/> 30 s <input type="checkbox"/> 60 s <input type="checkbox"/> 120 s
PWW Wireless Ope Buzz	<input type="checkbox"/> OFF <input checked="" type="checkbox"/> ON

Item Description
This is an item to change the duration of time from unlocking the door(s) with wireless key to re-locking the door(s) automatically.

Buttons: Cancel, Apply



Vehicle Control History



Starting the operation

Clicking on this button gives the user an overview on what happened with the car or what the customer did:

Vehicle Control History S319-DL-001

Collecting the Vehicle Control History. Please Wait.

Cancel

Vehicle Control History

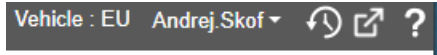
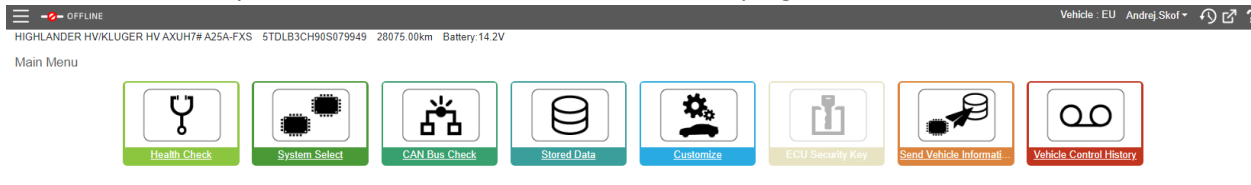
Current Key Cycle: 00277 | Current Key Cycle Elapsed Time: 00000:27:28 | Maximum Number of Overwrite of the Recording Area: 30000

Key Cycle	Elapsed Time	Check Type	Time and Date	Trigger	ODO (km)	Number of Overwrite of the Recording Area
00019	00000:00:28	-	-	Accelerator signal and brake signal input simultaneously	0	1
00025	00000:00:05	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:00:28	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:00:36	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:00:47	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:00:54	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:01:05	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:01:15	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:01:32	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:02:11	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:02:22	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:02:35	-	-	Accelerator signal and brake signal input simultaneously	1	1
00025	00000:02:41	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:00:24	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:00:36	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:00:42	-	-	Accelerator high position in mid to high speed	1	1
00026	00000:00:54	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:01:06	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:01:11	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:01:16	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:01:22	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:01:29	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:01:36	-	-	Accelerator signal and brake signal input simultaneously	1	1
00026	00000:01:42	-	-	Accelerator signal and brake signal input simultaneously	1	1
00028	00000:05:56	-	-	Accelerator signal and brake signal input simultaneously	3	1
00034	00000:00:42	-	-	Accelerator pedal opening angle signal is high immediately after brake pedal is released	4	1

Key Cycle: A3

Functions on the right side

In the Main Menu, you can find additional functions on the top right of the screen:

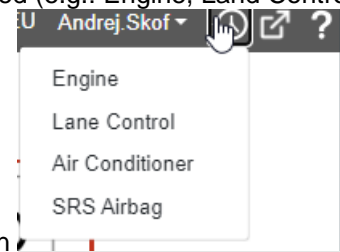


From left to right, those are:

1. History
2. Link to the others system
3. Help

History

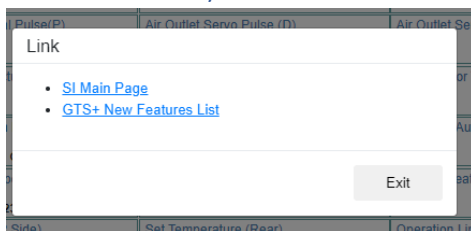
In History, the system will show which systems which you have previously selected (e.g.: Engine, Lane Control, Air



conditioner, SRS Airbag). If you click on any of them, the list will be opened again

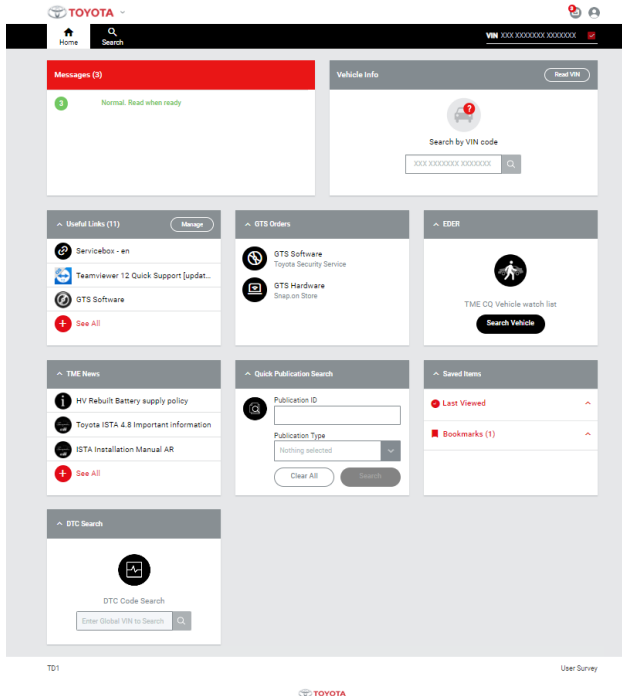


Link to other systems



SI Main page

This link will bring you to Techdoc (you will need to login again)



GTS+ New Features list

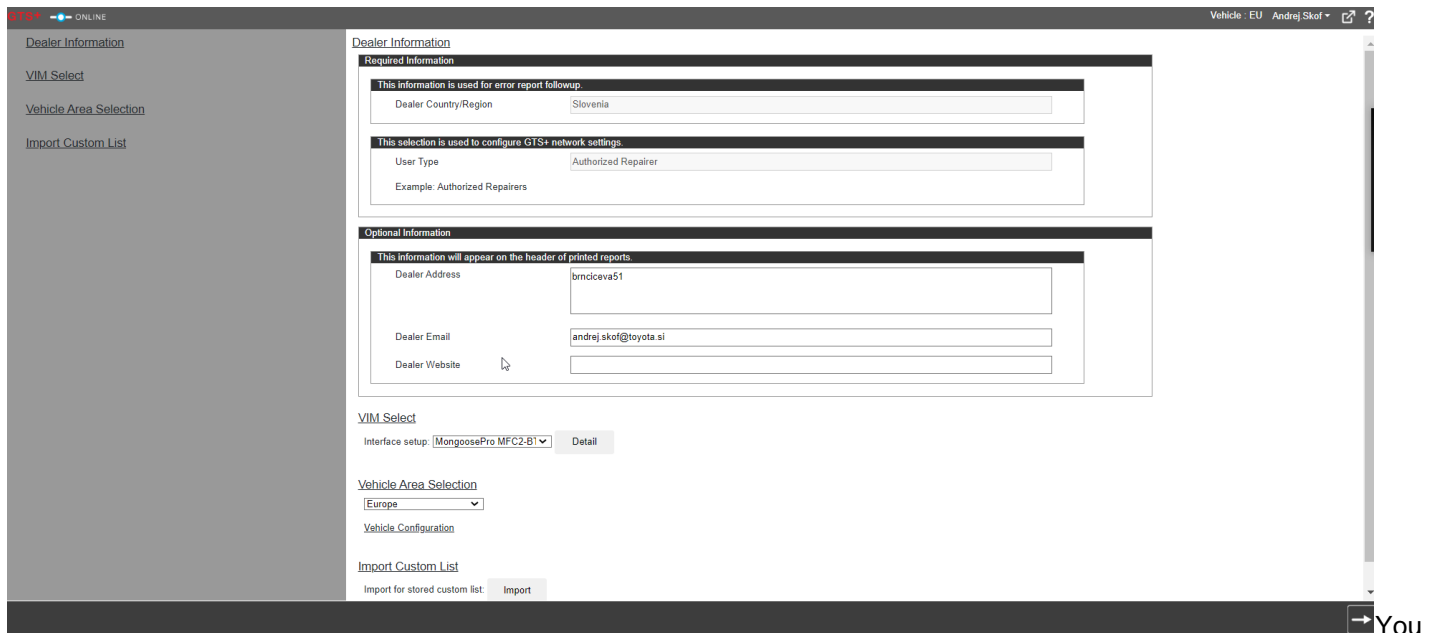
For now, not in operation.

Other functions on main display



GTS+ Settings

Allows you to modify the settings of the PC (Dealer address, e-mail address, VIM selection, etc.). These changes will be used by all users on this PC.




can save the new settings by clicking on:  in the bottom right.

User Configuration

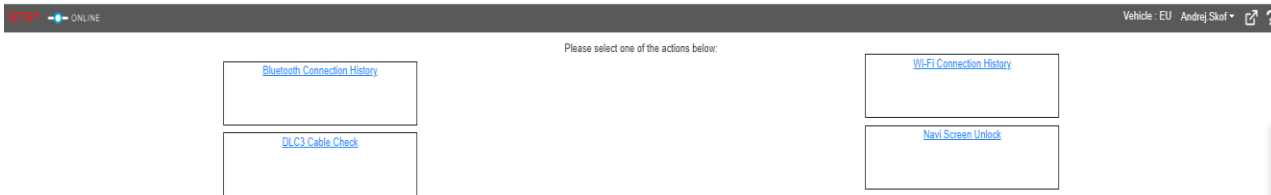
This allows you to change your preferences. These changes are for the user profile **only**. Any new modification will also be saved to the online database so users can download their settings on other PCs.



You can save the new settings by clicking on:  in the bottom right.

Advanced Function

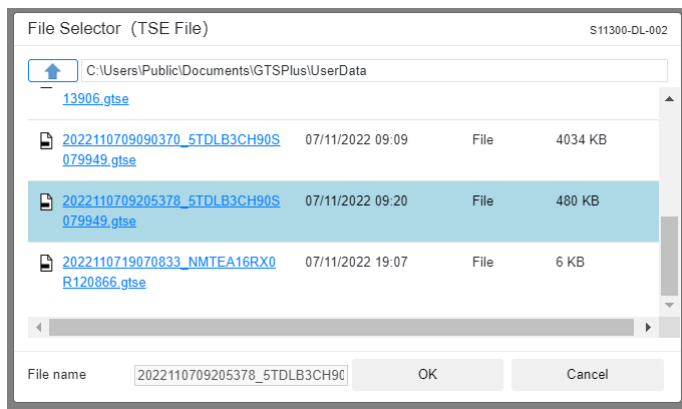
Allows you to execute advanced functionalities on the vehicle (e.g: Navigation Unlock, etc.)



To go back


Open Scan Data file

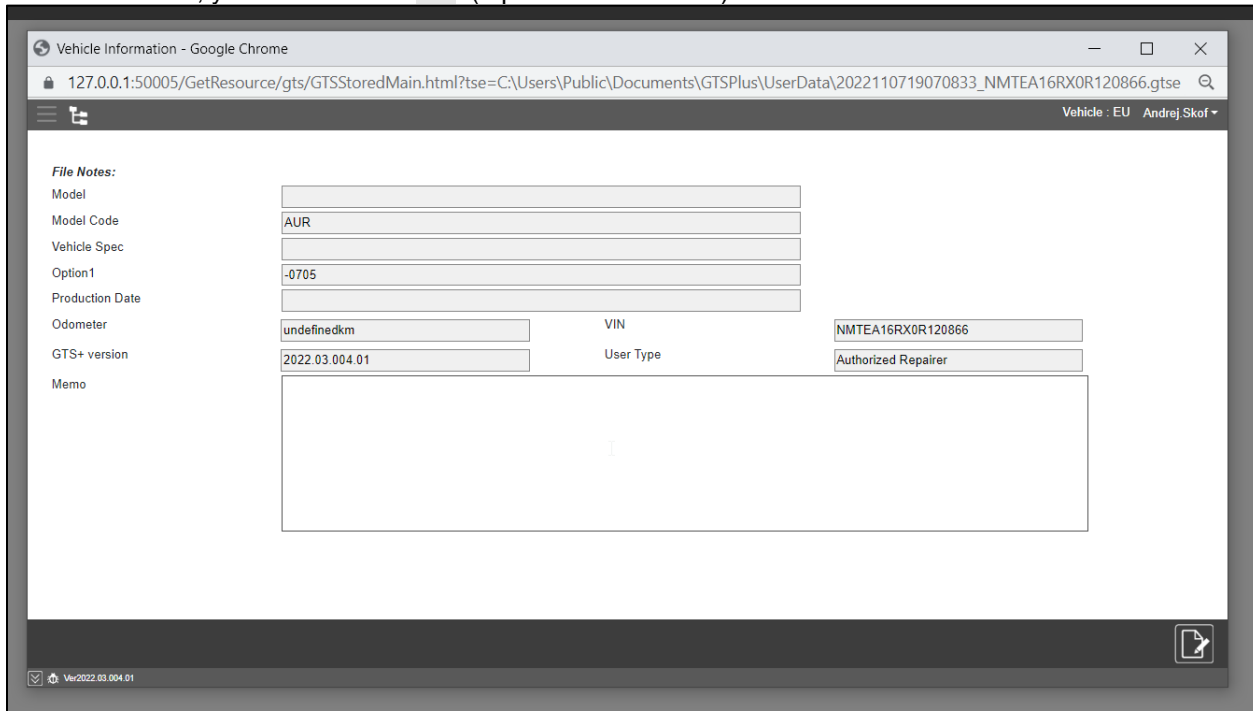
Allows you to open .gtse files (new versions of TSE files) in GTS+.



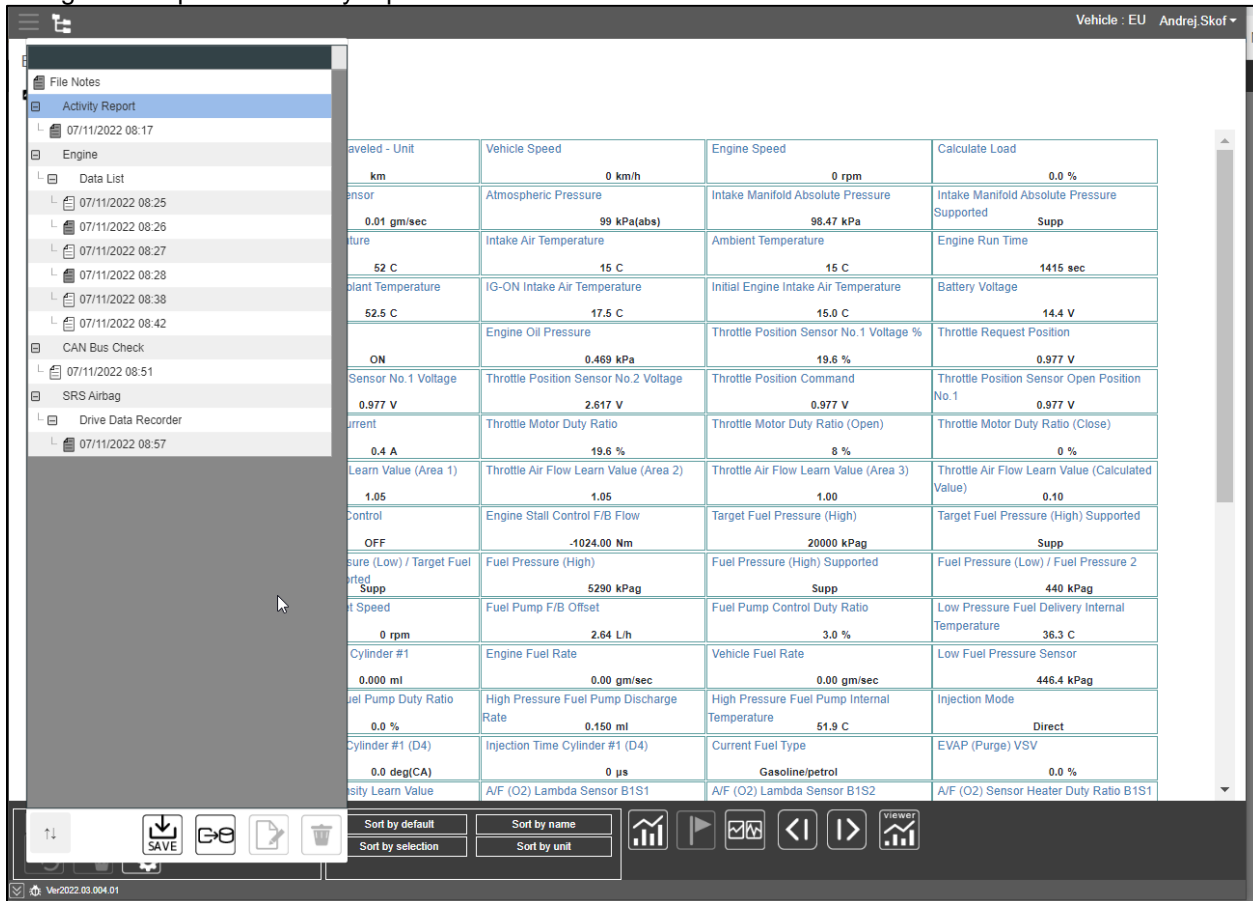
Click on the file that you want to open and press OK
An additional window will open.

Operations database

Within the .gtse file, you can see what operations have been performed on this vehicle (saved into the .gtse file). To access this data, you can click on  (top left of the screen).



Doing so will open the activity report:



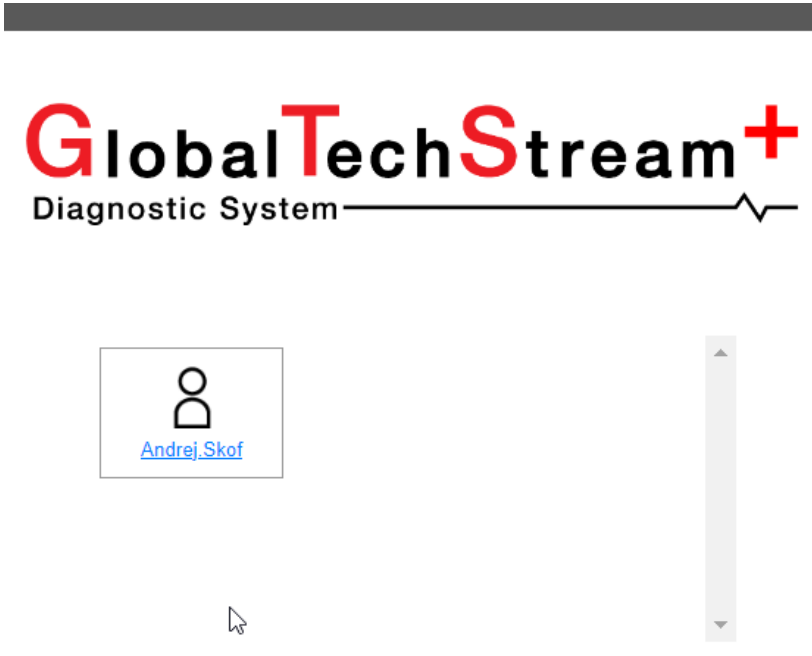
Activity Report

Vehicle Speed	0 km/h	Engine Speed	0 rpm	Calculate Load	0.0 %
Atmospheric Pressure	99 kPa(abs)	Intake Manifold Absolute Pressure	98.47 kPa	Intake Manifold Absolute Pressure Supported	Supp
Intake Air Temperature	15 C	Ambient Temperature	15 C	Engine Run Time	1415 sec
IG-ON Intake Air Temperature	17.5 C	Initial Engine Intake Air Temperature	15.0 C	Battery Voltage	14.4 V
Engine Oil Pressure	0.489 kPa	Throttle Position Sensor No. 1 Voltage %	19.6 %	Throttle Request Position	0.977 V
Throttle Position Sensor No. 2 Voltage	2.517 V	Throttle Position Command	0.977 V	Throttle Position Sensor Open Position No. 1	0.977 V
Throttle Motor Duty Ratio	19.6 %	Throttle Motor Duty Ratio (Open)	8 %	Throttle Motor Duty Ratio (Close)	0 %
Throttle Air Flow Learn Value (Area 1)	1.05	Throttle Air Flow Learn Value (Area 2)	1.05	Throttle Air Flow Learn Value (Area 3)	1.00
Throttle Air Flow Learn Value (Calculated Value)	0.10	Engine Stall Control F/B Flow	-1024.00 Nm	Target Fuel Pressure (High)	20000 kPag
Target Fuel Pressure (High) Supported	Supp	Fuel Pressure (High)	5290 kPag	Fuel Pressure (High) Supported	Supp
Fuel Pressure (Low) / Fuel Pressure 2	440 kPag	Fuel Pump F/B Offset	0 rpm	Fuel Pump Control Duty Ratio	3.0 %
Low Pressure Fuel Delivery Internal Temperature	36.3 C	Engine Fuel Rate	2.64 L/h	Vehicle Fuel Rate	0.00 gm/sec
Low Fuel Pressure Sensor	446.4 kPag	High Pressure Fuel Pump Discharge Rate	0.150 ml	High Pressure Fuel Pump Internal Temperature	51.9 C
Injection Mode	Direct	Injection Time Cylinder #1 (D4)	0.0 deg(CA)	Current Fuel Type	Gasoline/petrol
EVAP (Purge) VSV	0.0 %	A/F (O2) Lambda Sensor B1S1	0 µs	A/F (O2) Lambda Sensor B1S2	0.0 %
A/F (O2) Sensor Heater Duty Ratio B1S1					

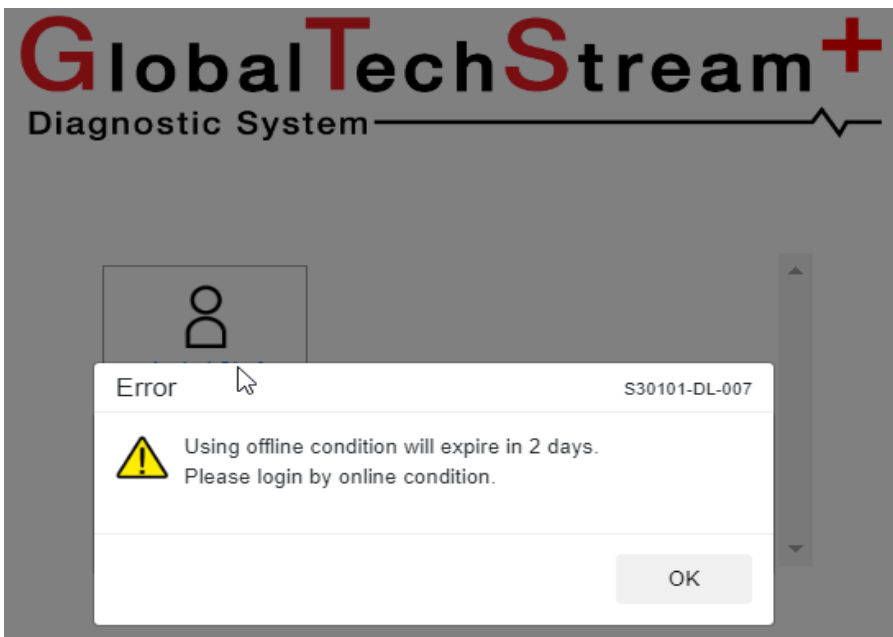
Offline Mode

GTS+ allows users to use the software in “Offline” mode for a limited time after their last login (max: 2 days).

Starting GTS+ with the Wi-Fi turned off will lead you to the screen below, where all profiles are stored. To create a profile on this PC, log in to this PC with your account:



Selecting the profile will prompt a warning – **please be aware that maximum offline usage is of 2 days!**



Clicking on OK will lead you to the Main Menu, where you can start working on the vehicle. Please note that ONLINE operations will not be available! (ECU MAC Key Pairing operation, Reprogramming Unlock Seed generation, etc.)



Connect to Vehicle



GTS+ Settings



Advanced Functions



User Configuration



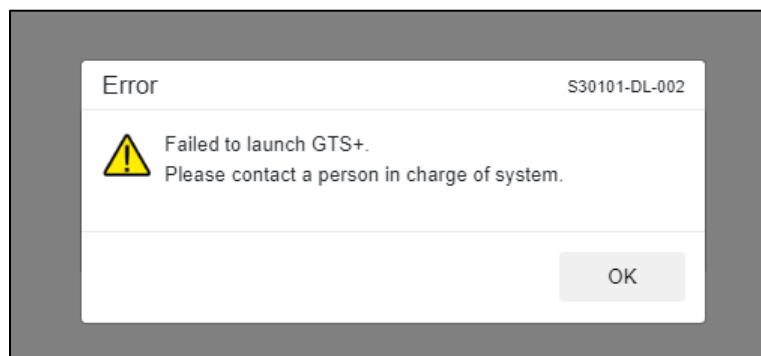
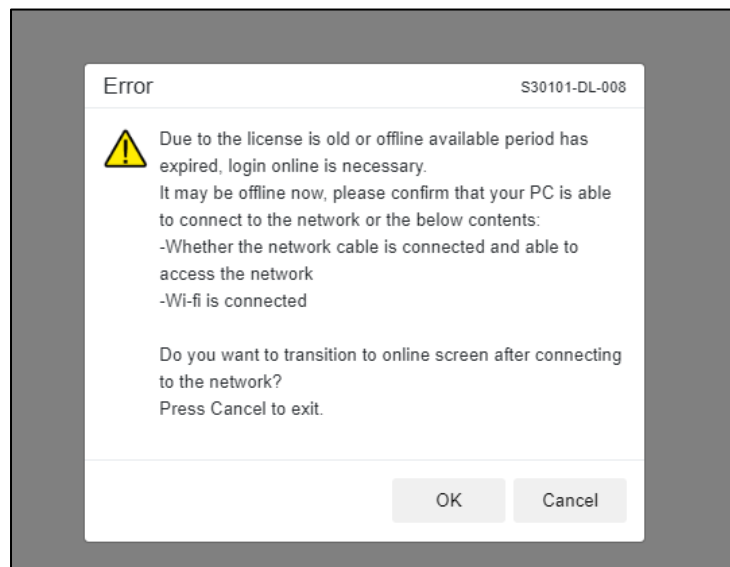
Error Report



Open Scan Data File

OFFLINE Mode after Expiration Date

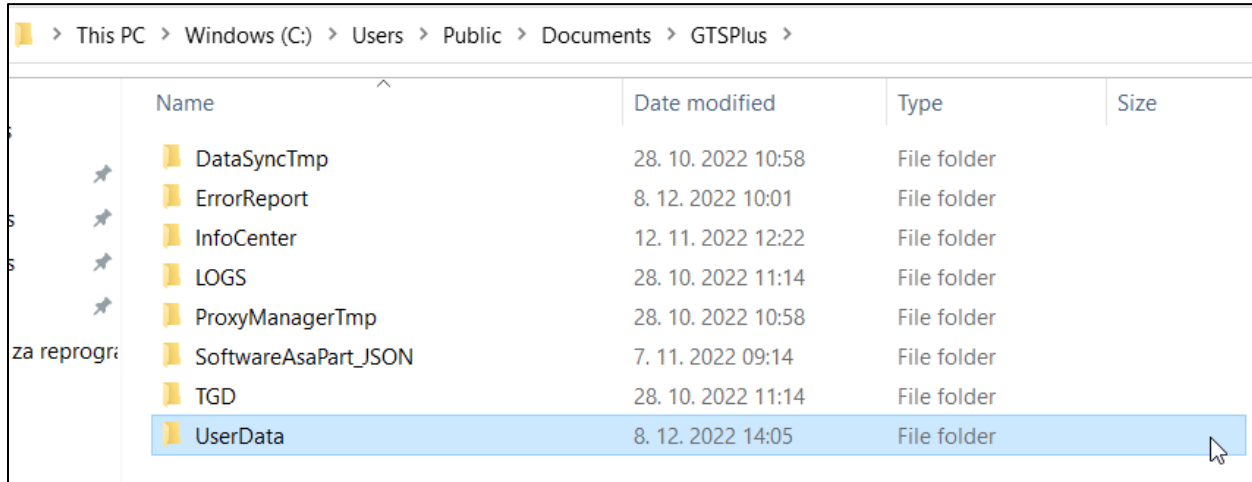
If you try to use offline mode after 2 days, you will receive an error message:



To fix this problem, the user must log in using online mode again.

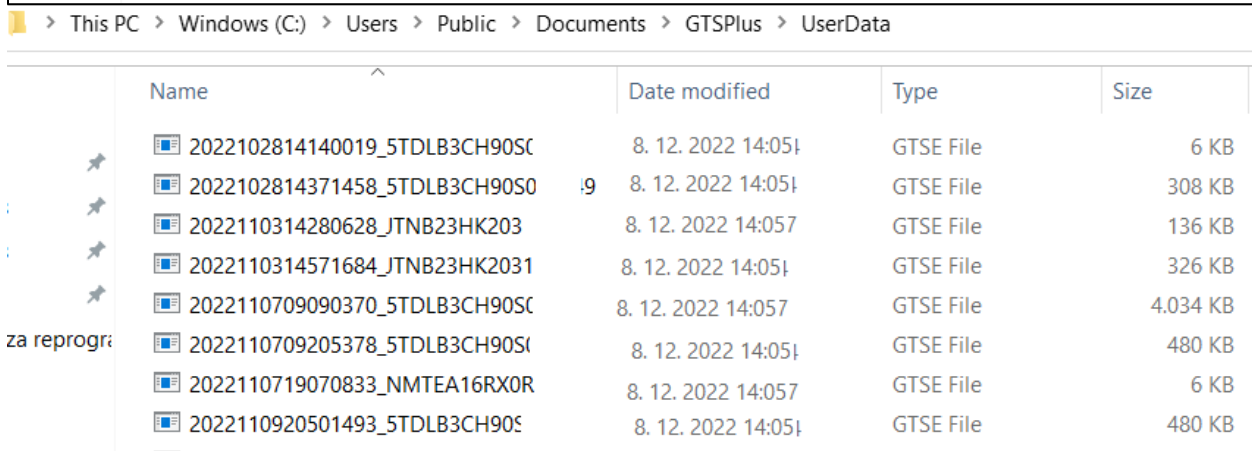
File Locations

C:\Users\Public\Documents\GTSPPlus\UserData



This screenshot shows a Windows File Explorer window with the address bar set to 'This PC > Windows (C:) > Users > Public > Documents > GTSPPlus >'. The main pane displays a list of folders:

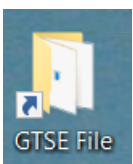
Name	Date modified	Type	Size
DataSyncTmp	28. 10. 2022 10:58	File folder	
ErrorReport	8. 12. 2022 10:01	File folder	
InfoCenter	12. 11. 2022 12:22	File folder	
LOGS	28. 10. 2022 11:14	File folder	
ProxyManagerTmp	28. 10. 2022 10:58	File folder	
SoftwareAsaPart_JSON	7. 11. 2022 09:14	File folder	
TGD	28. 10. 2022 11:14	File folder	
UserData	8. 12. 2022 14:05	File folder	




This screenshot shows the contents of the 'UserData' folder. The address bar is 'This PC > Windows (C:) > Users > Public > Documents > GTSPPlus > UserData'. The main pane displays a list of files:

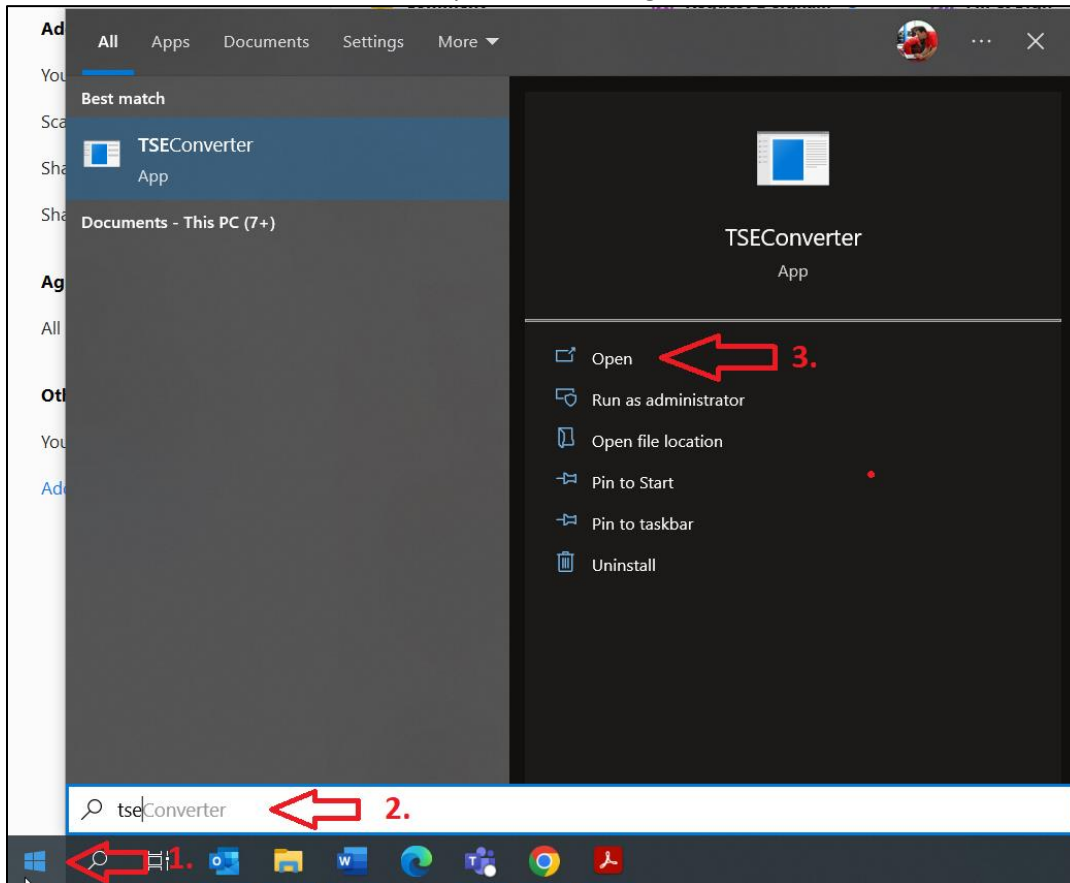
Name	Date modified	Type	Size
2022102814140019_5TDLB3CH90SC	8. 12. 2022 14:05	GTSE File	6 KB
2022102814371458_5TDLB3CH90S0	8. 12. 2022 14:05	GTSE File	308 KB
2022110314280628_JTNB23HK203	8. 12. 2022 14:057	GTSE File	136 KB
2022110314571684_JTNB23HK2031	8. 12. 2022 14:05	GTSE File	326 KB
2022110709090370_5TDLB3CH90SC	8. 12. 2022 14:057	GTSE File	4.034 KB
2022110709205378_5TDLB3CH90S	8. 12. 2022 14:05	GTSE File	480 KB
2022110719070833_NMTEA16RX0R	8. 12. 2022 14:057	GTSE File	6 KB
2022110920501493_5TDLB3CH90S	8. 12. 2022 14:05	GTSE File	480 KB

A desktop shortcut is created once GTS+ is installed:

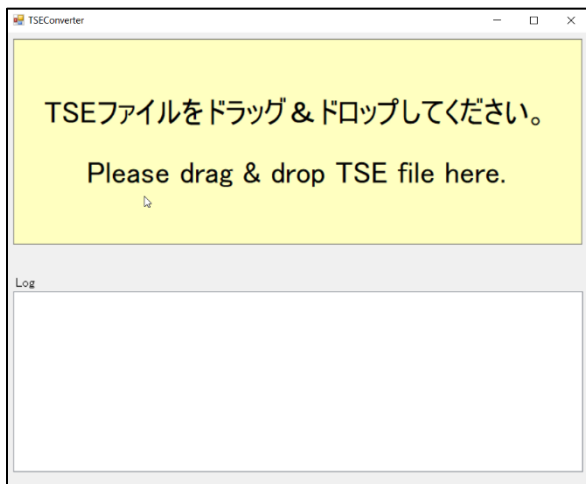


Convert TSE file to GTS files

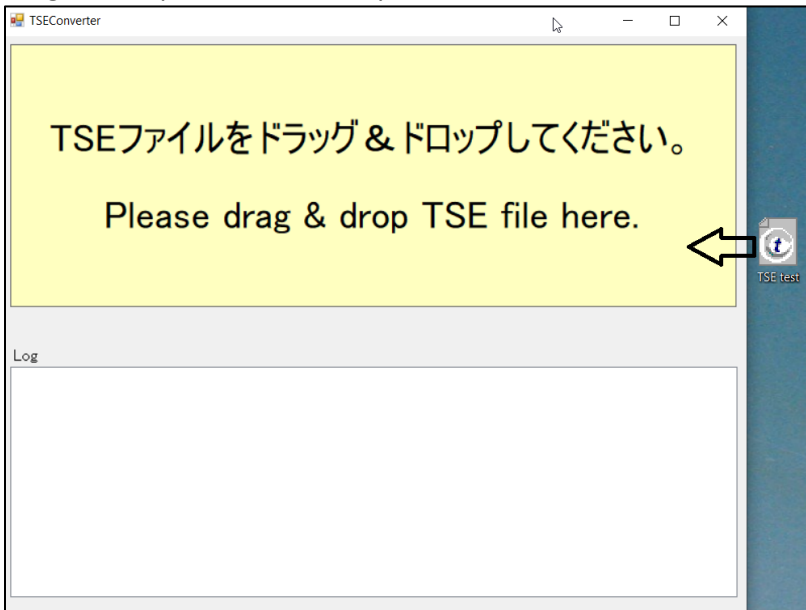
Click on the **START** menu  then input the following text **TSE Converter**, after that click **Open**



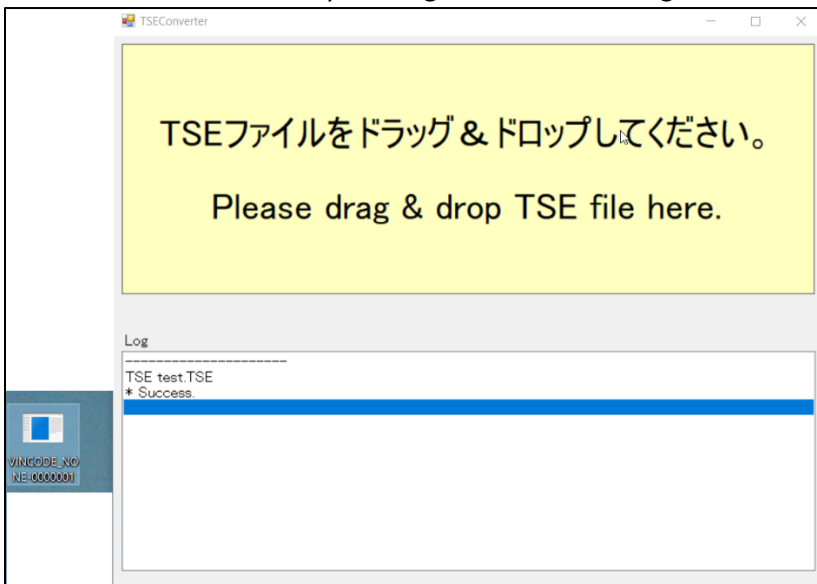
A new window will be opened



Drag and drop the TSE file that you want to convert to the GTSE file

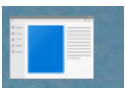


When the file is converted you will get a success message



You can send the file using e-mails /help desk

You can open the file by double-clicking on it.



CUW+ Reflash Operation

Double-click the .cuw file to start the process.



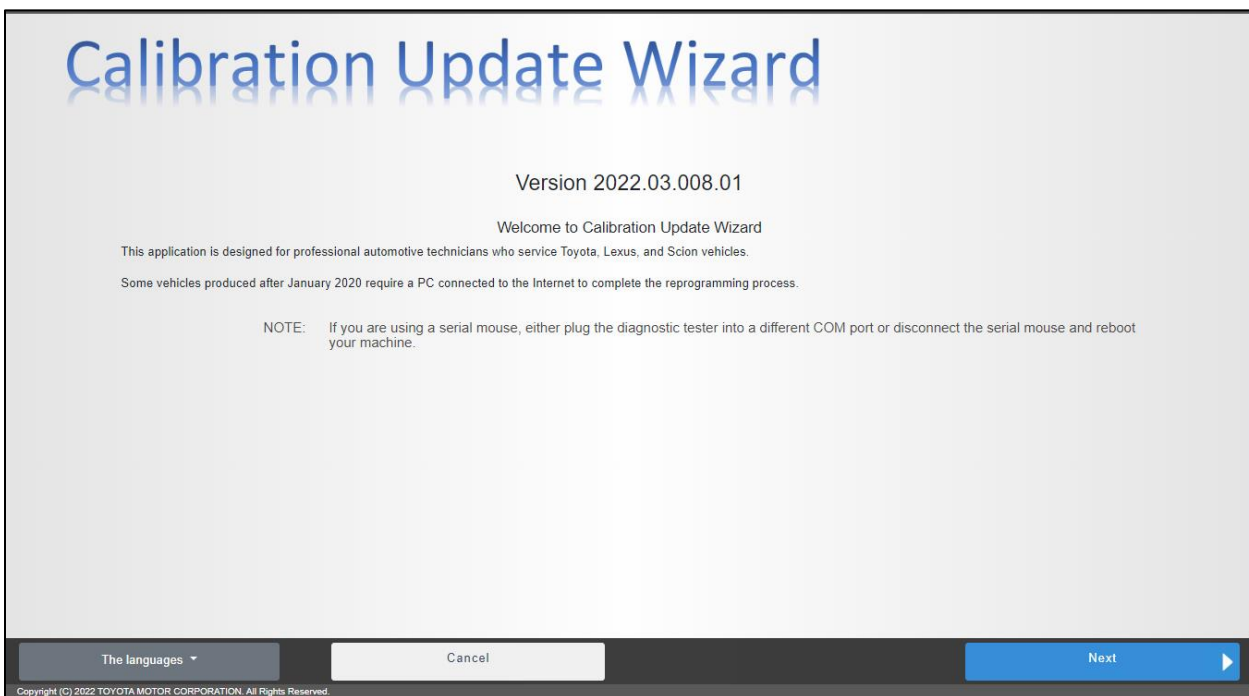
You will have the option to use GTS or GTS+.

Which do you want to start,
GTS or GTS+?

GTS

GTS+

If you choose GTS+, you can follow the process step-by-step.



Connect to Vehicle

Connect the device as described by the component manufacturer.

Please confirm:

1. J2534 device is connected to PC via a wired communication.
2. J2534 device is connected to the DLC3(J1962).
3. Key ON, Engine OFF
4. Select J2534 device tool. |
5. PC is connected to the internet. (In the case a vehicle needs Signature Request when the Reprogramming starts)

Caution!

Any unsupported device may negatively affect reprogramming performance and potentially damage the ECU.
Please see TechDoc (Toyota Website at <http://www.toyota-tech.eu>, Lexus website at <http://www.lexus-tech.eu>) to confirm that your device and firmware is supported before proceeding with reprogramming.

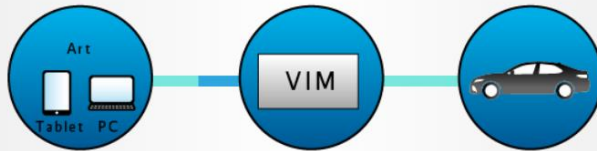


Cancel

Next

Establishing communication with the vehicle

Downloading current calibration Information from vehicle.




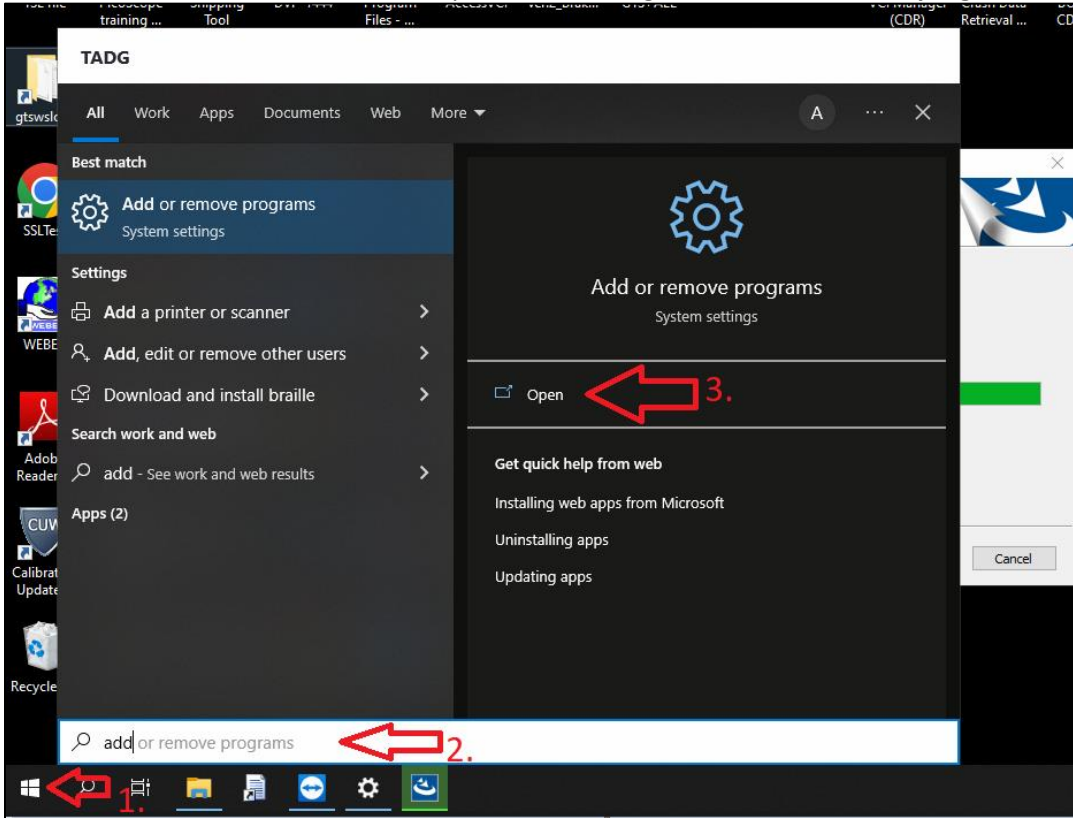
Please Wait...

Cancel

Uninstall GTS+

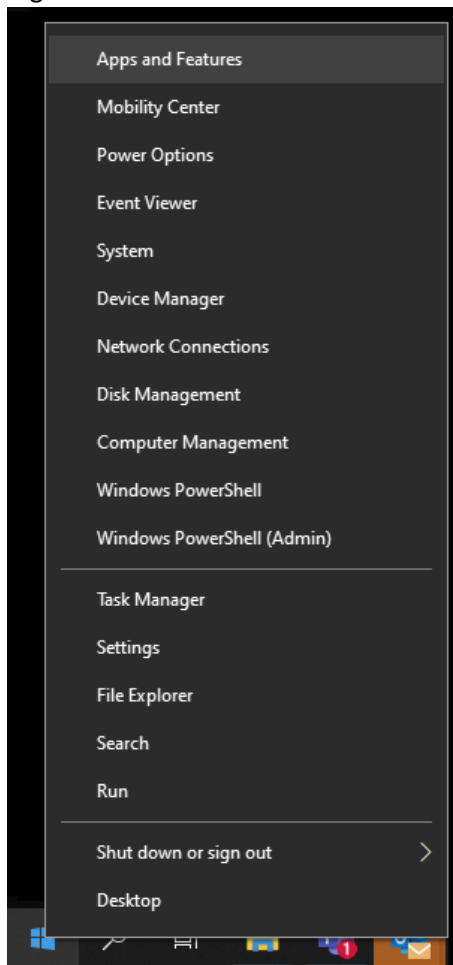
You can uninstall GTS+ by following this process:

Click on the **START** menu , then input the following text "Add or remove programs" and click **Open**



The user can also access "Apps and Features" directly by right clicking the windows button:

1. Right-Click on Windows button



2. Click on “Apps and Features”

3. Search for “GTSPPlus”

The screenshot shows the Windows Settings application. On the left, the 'Settings' sidebar is visible with 'Apps & features' selected. The main pane is titled 'Apps & features' and contains a search bar with 'GTSP|' entered. Below the search bar, there are options for 'Sort by: Name' and 'Filter by: All drives'. The search results show '4 apps found':

App Name	Installation Date
GTSPPlus	2022-04-29
GTSPPlusGraphViewer	2022-04-29
GTSPPlusGUI	2022-04-29
GTSPPlusGUIServer	2022-04-29

4. Click on “GTSPPlus”

5. Click on Uninstall

4 apps found

The screenshot shows a list of four applications in Windows Settings. Each application has a blue icon, a name, a version number, and a date. Below the list are two buttons: 'Modify' and 'Uninstall'.

Application Name	Version	Date
GTSPPlus	0.14.0000	2022-04-29
GTSPPlusGraphViewer		2022-04-29
GTSPPlusGUI		2022-04-29
GTSPPlusGUIserver		2022-04-29

6. Follow the uninstallation process.

7. Delete the Toyota Diagnostics folder in the C: directory:

The screenshot shows a Windows File Explorer window with the address bar set to 'This PC > OS (C:)'. The main pane displays a list of folders and files. The 'Toyota Diagnostics' folder is highlighted in yellow.

Name	Date modified	Type	Size
APP	28/09/2023 15:11	File folder	
AWRoot	28/09/2023 14:33	File folder	
Backup_DB	28/09/2023 14:43	File folder	
DrewTech	14/12/2022 11:50	File folder	
GTSPPlusDataSyncDb	21/09/2023 09:10	File folder	
Intel	19/10/2023 10:25	File folder	
oud	28/09/2023 14:49	File folder	
PerfLogs	07/12/2019 10:14	File folder	
Program Files	28/09/2023 14:41	File folder	
Program Files (x86)	28/09/2023 14:41	File folder	
Software	13/06/2023 13:21	File folder	
teleassistance	28/09/2023 15:11	File folder	
TEMP	28/09/2023 15:14	File folder	
TMP	28/07/2009 16:12	File folder	
Toyota Diagnostics	02/08/2023 09:27	File folder	
Users	13/06/2023 13:11	File folder	
util	13/06/2023 14:03	File folder	
Windows	18/10/2023 16:18	File folder	
pthreadVC2.dll	07/12/2016 09:25	Application exten...	92 KB

8. Restart the computer.