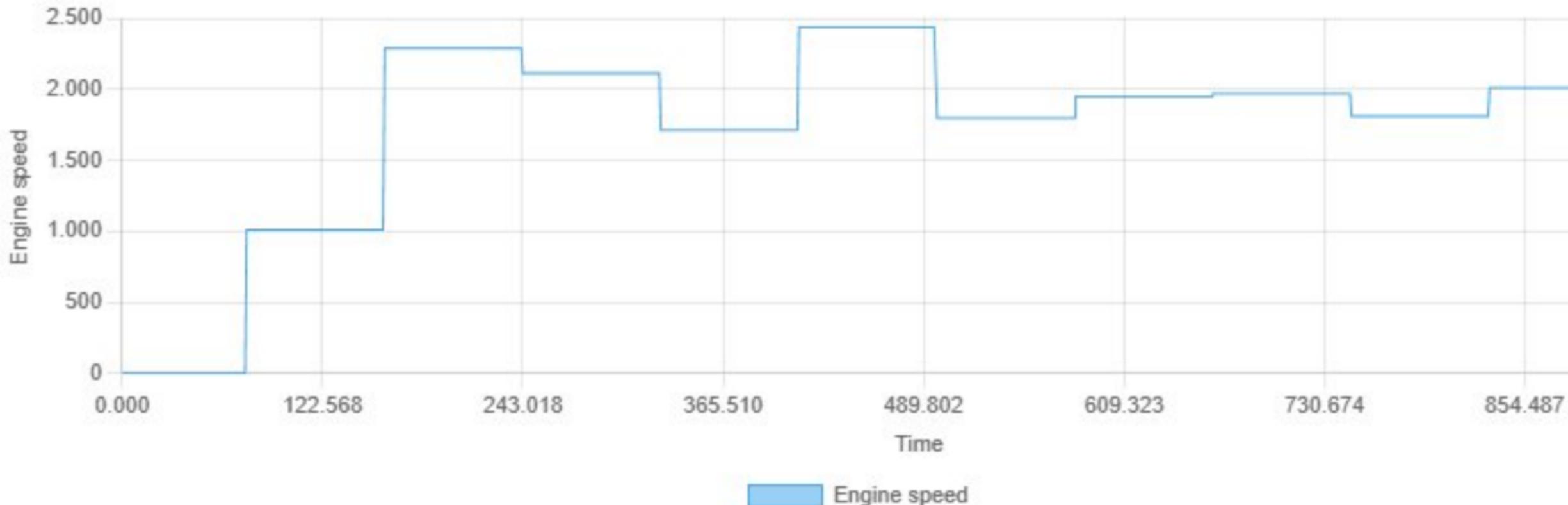
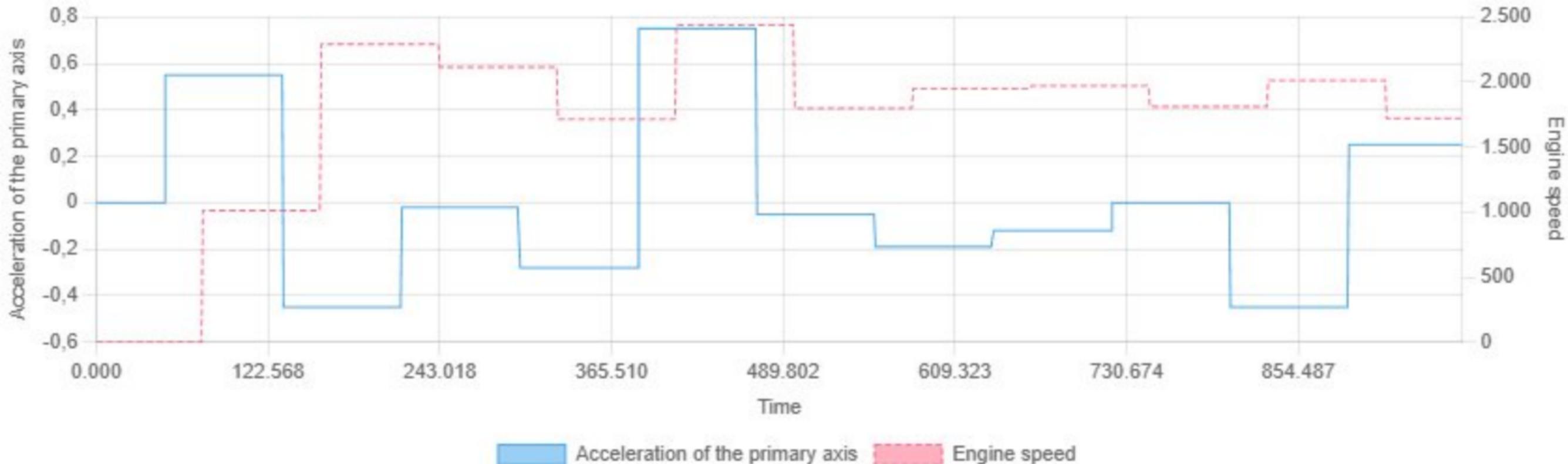


Engine speed vs Time



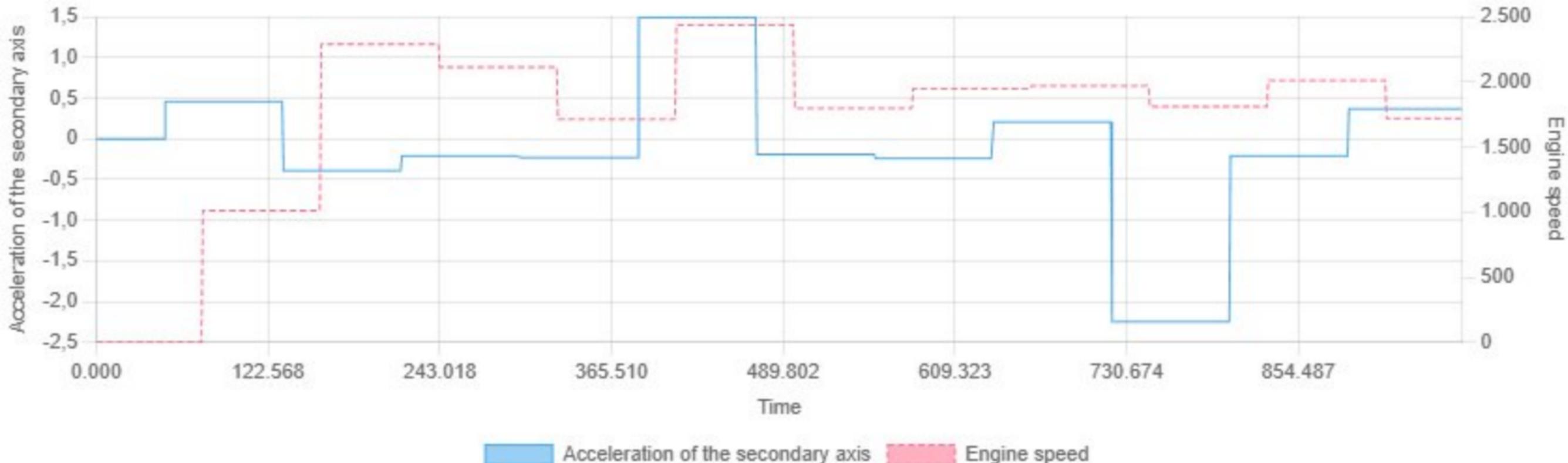
Min: 0.00 | Max: 2439.00 | Avg: 1751.43

Acceleration of the primary axis vs Engine speed



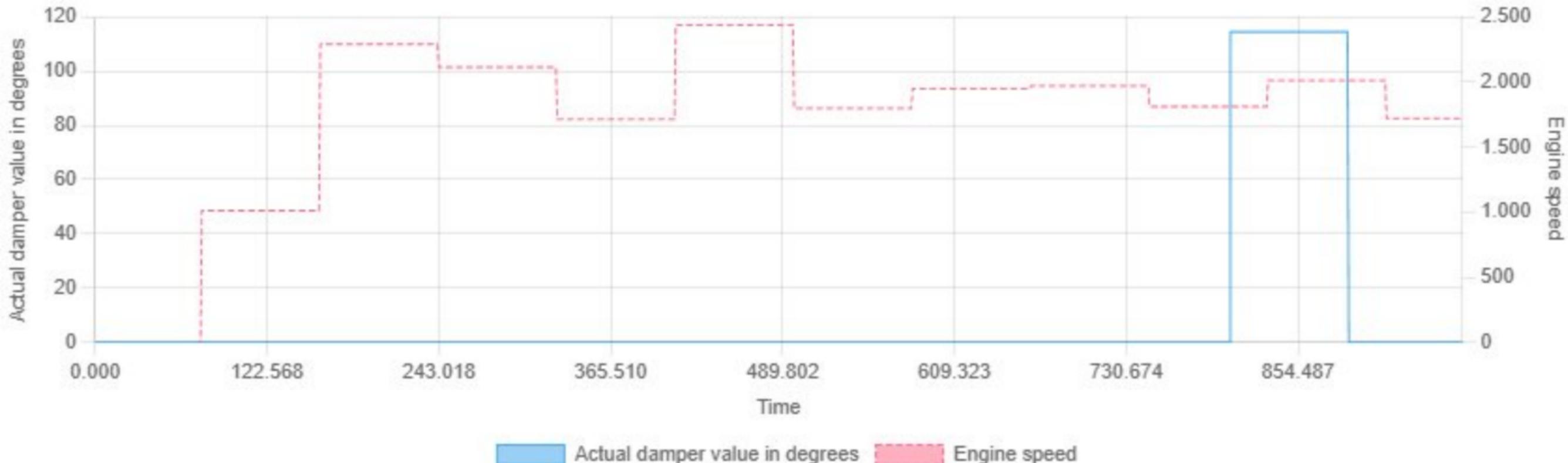
Min: -0.45 | Max: 0.75 | Avg: -0.00

Acceleration of the secondary axis vs Engine speed



Min: -2.25 | Max: 1.49 | Avg: -0.10

Actual damper value in degrees vs Engine speed

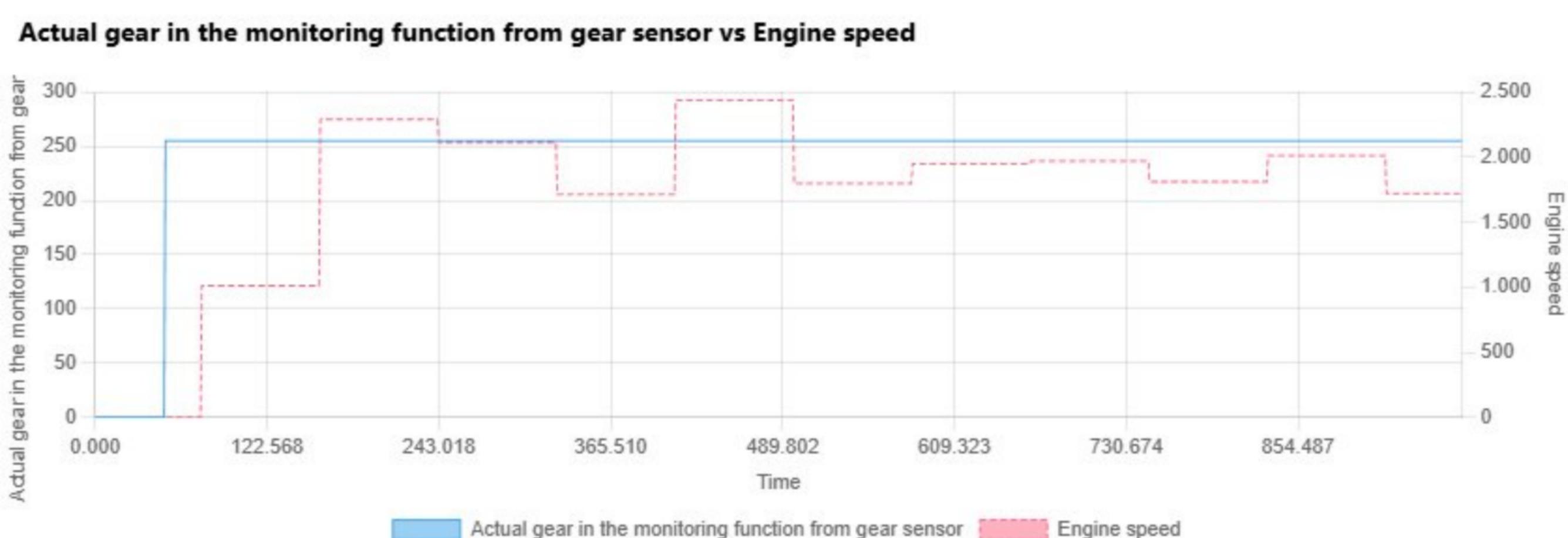


Min: 0.00 | Max: 114.50 | Avg: 9.91

Actual gear vs Engine speed

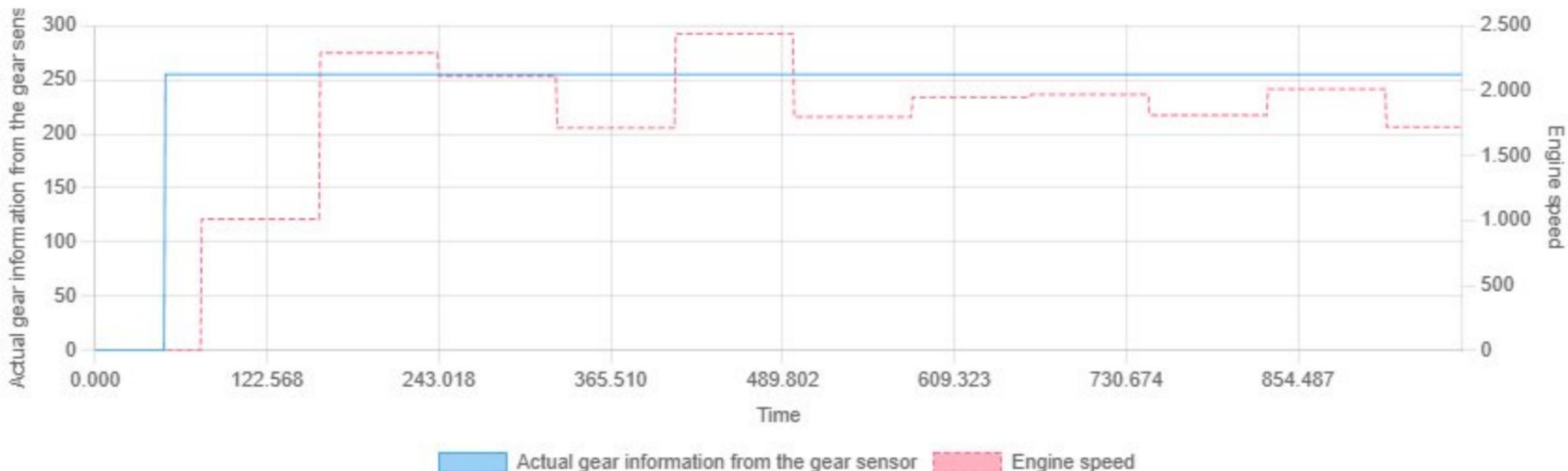


Min: 0.00 | Max: 6.00 | Avg: 5.01



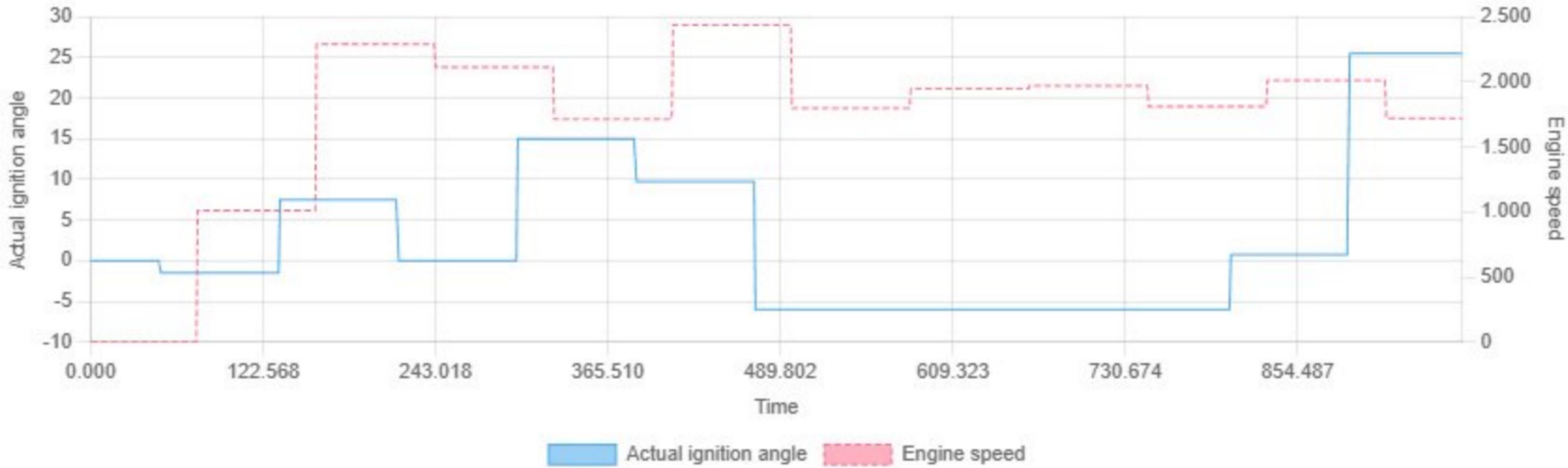
Min: 0.00 | Max: 255.00 | Avg: 242.04

Actual gear information from the gear sensor vs Engine speed



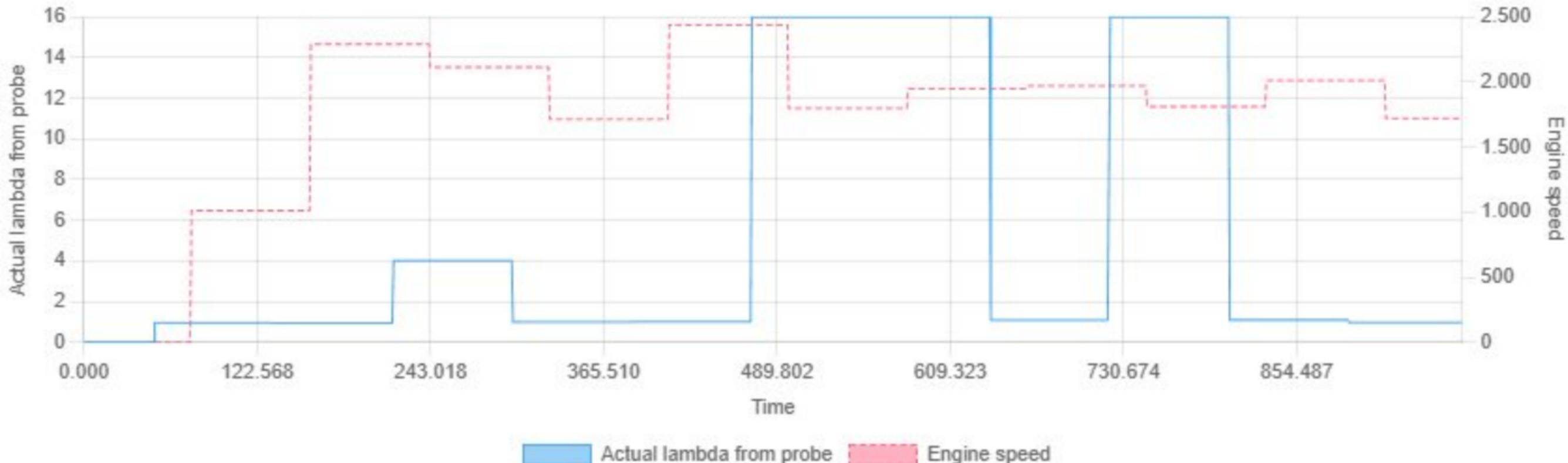
Min: 0.00 | Max: 255.00 | Avg: 242.00

Actual ignition angle vs Engine speed

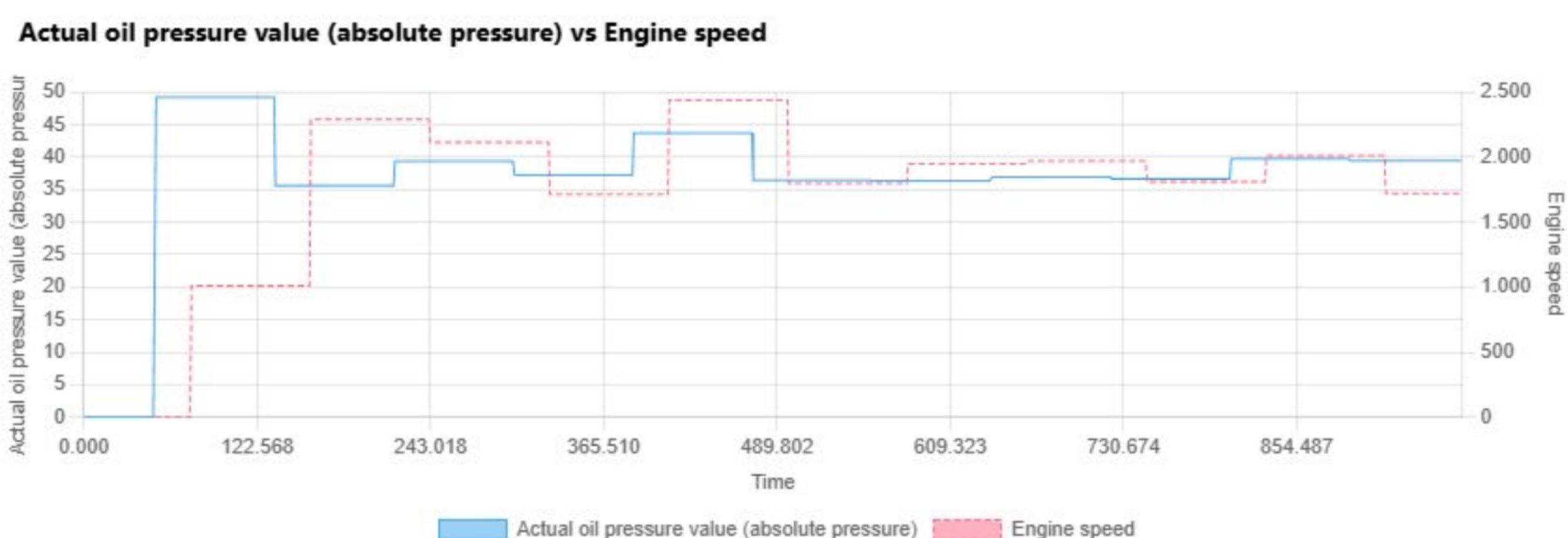


Min: -6.00 | Max: 25.50 | Avg: 2.77

Actual lambda from probe vs Engine speed

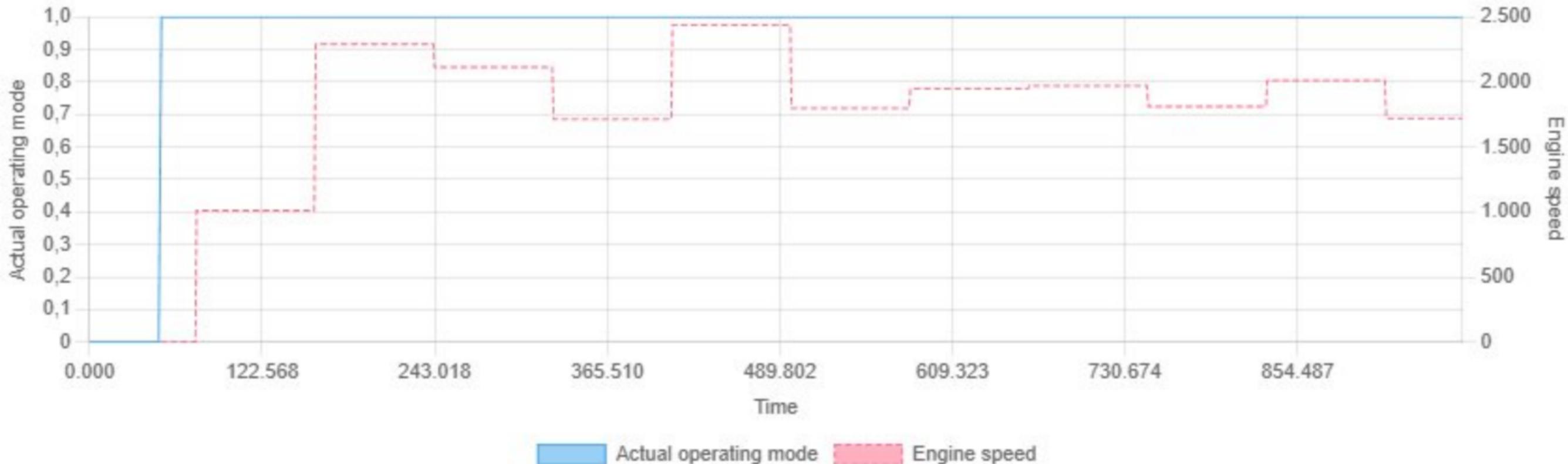


Min: 0.00 | Max: 16.00 | Avg: 5.11



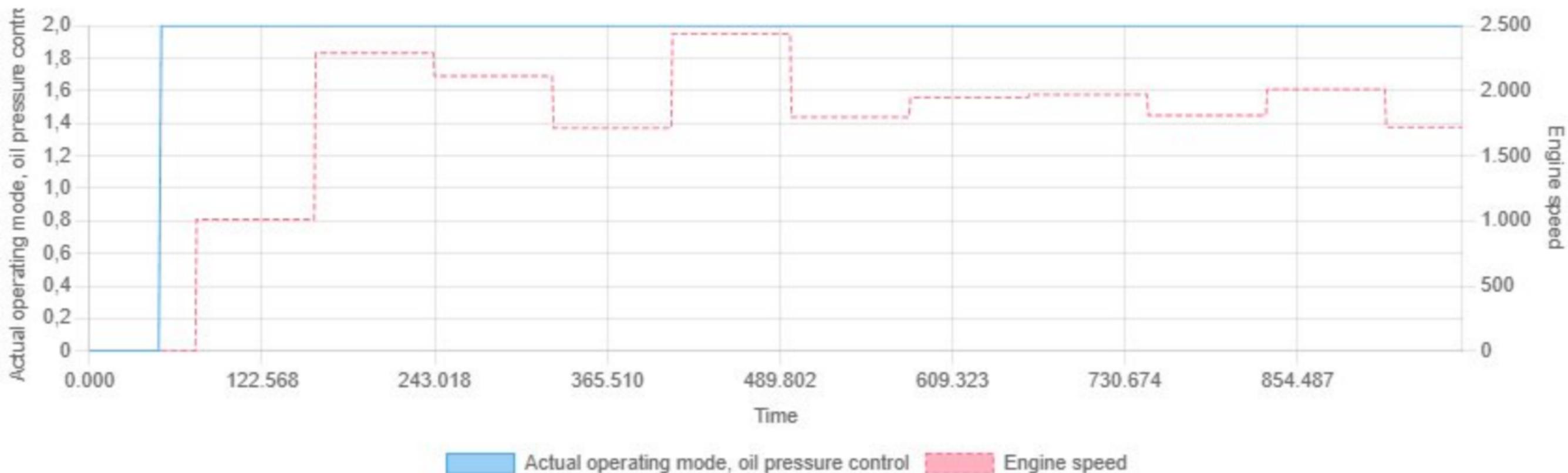
Min: 0.00 | Max: 49.21 | Avg: 37.14

Actual operating mode vs Engine speed



Min: 0.00 | Max: 1.00 | Avg: 0.95

Actual operating mode, oil pressure control vs Engine speed



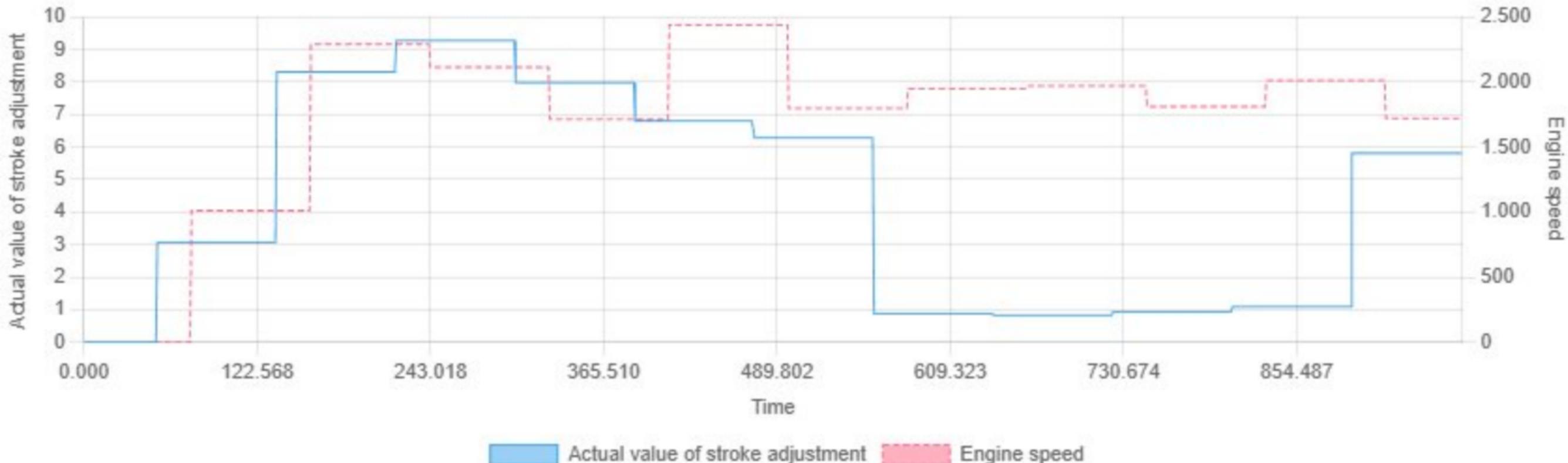
Min: 0.00 | Max: 2.00 | Avg: 1.90

Actual value inlet spread vs Engine speed

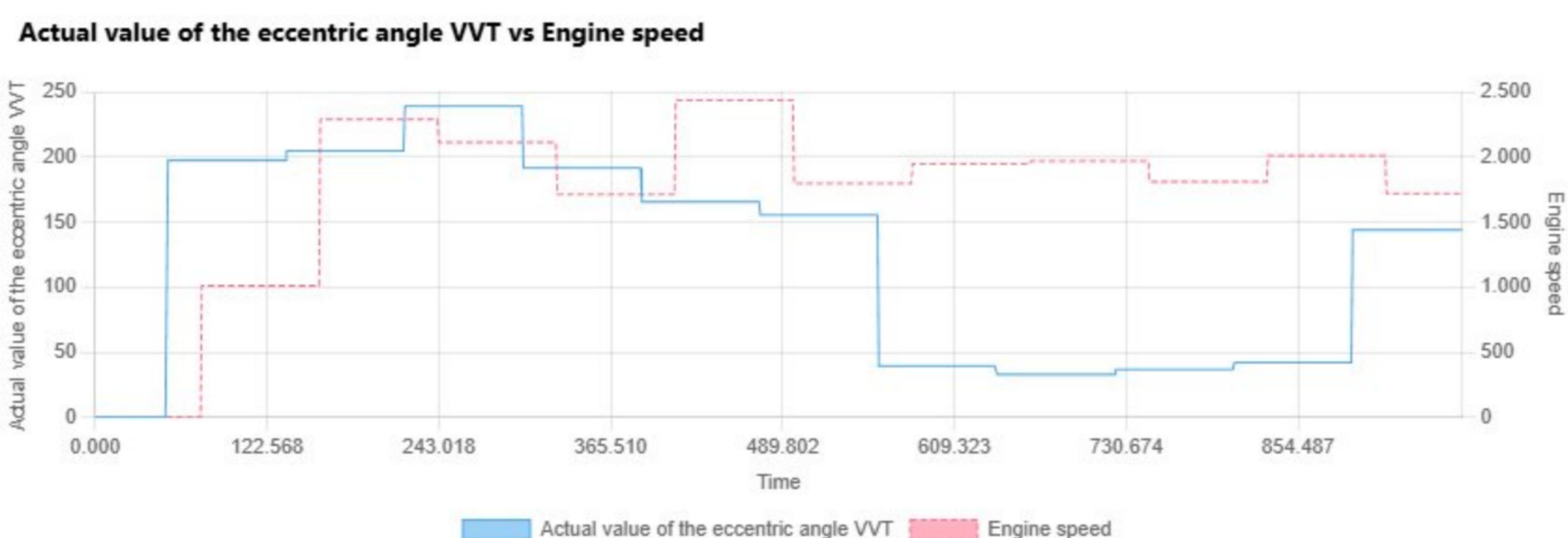


Min: 0.00 | Max: 119.80 | Avg: 92.10

Actual value of stroke adjustment vs Engine speed

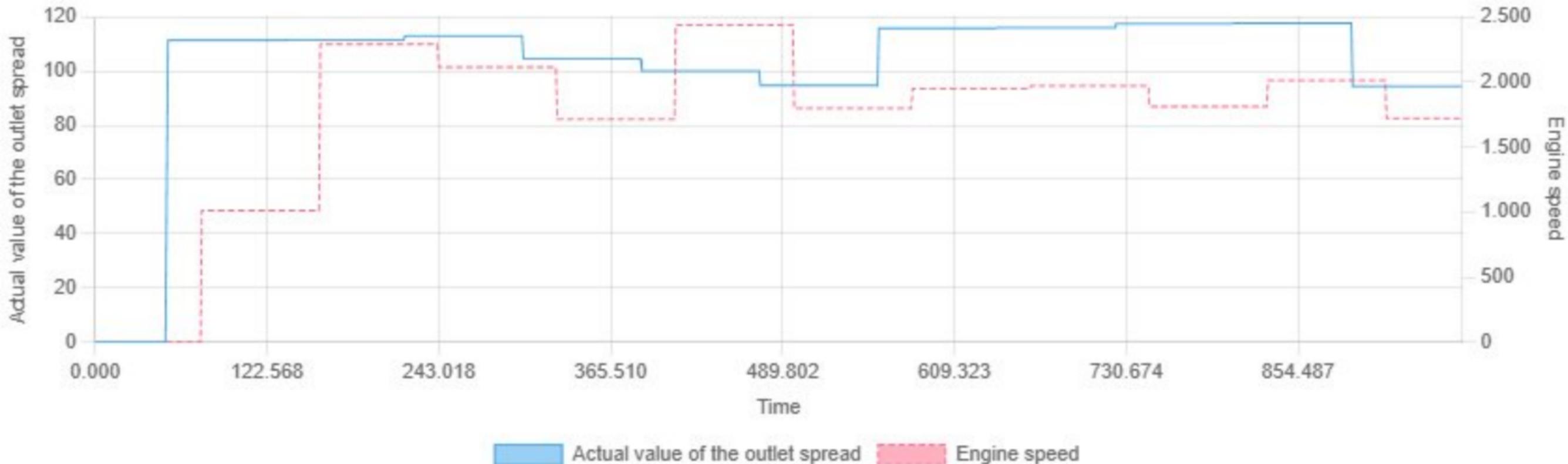


Min: 0.00 | Max: 9.27 | Avg: 4.41



Min: 0.00 | Max: 239.20 | Avg: 124.73

Actual value of the outlet spread vs Engine speed



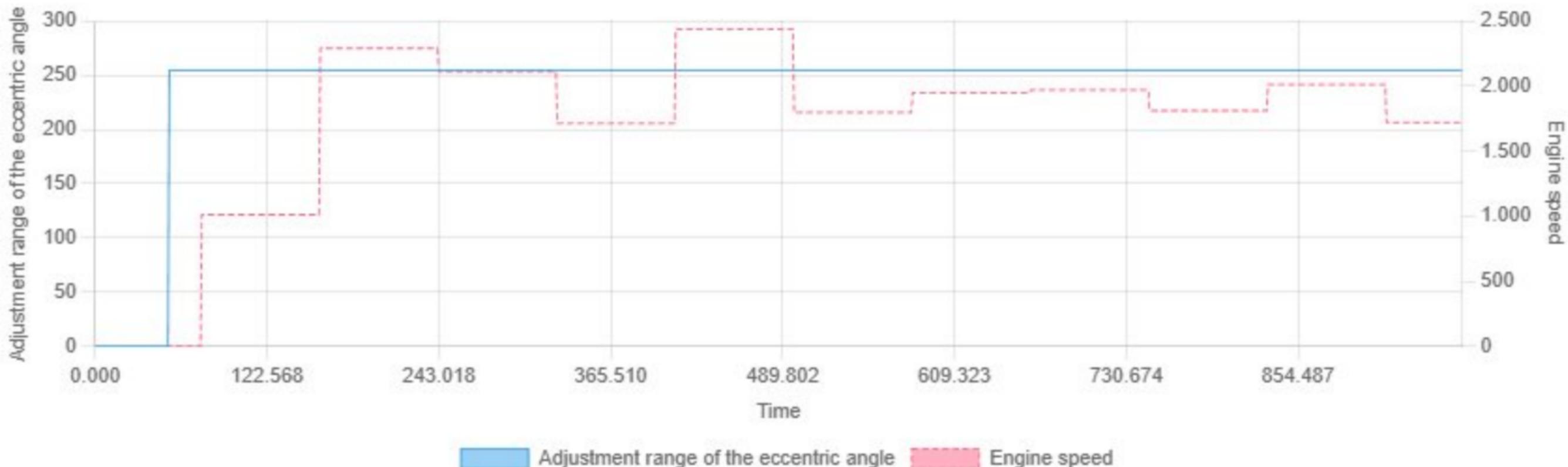
Min: 0.00 | Max: 117.70 | Avg: 103.08

Adapted total loading of the OPF Bank 1 vs Engine speed

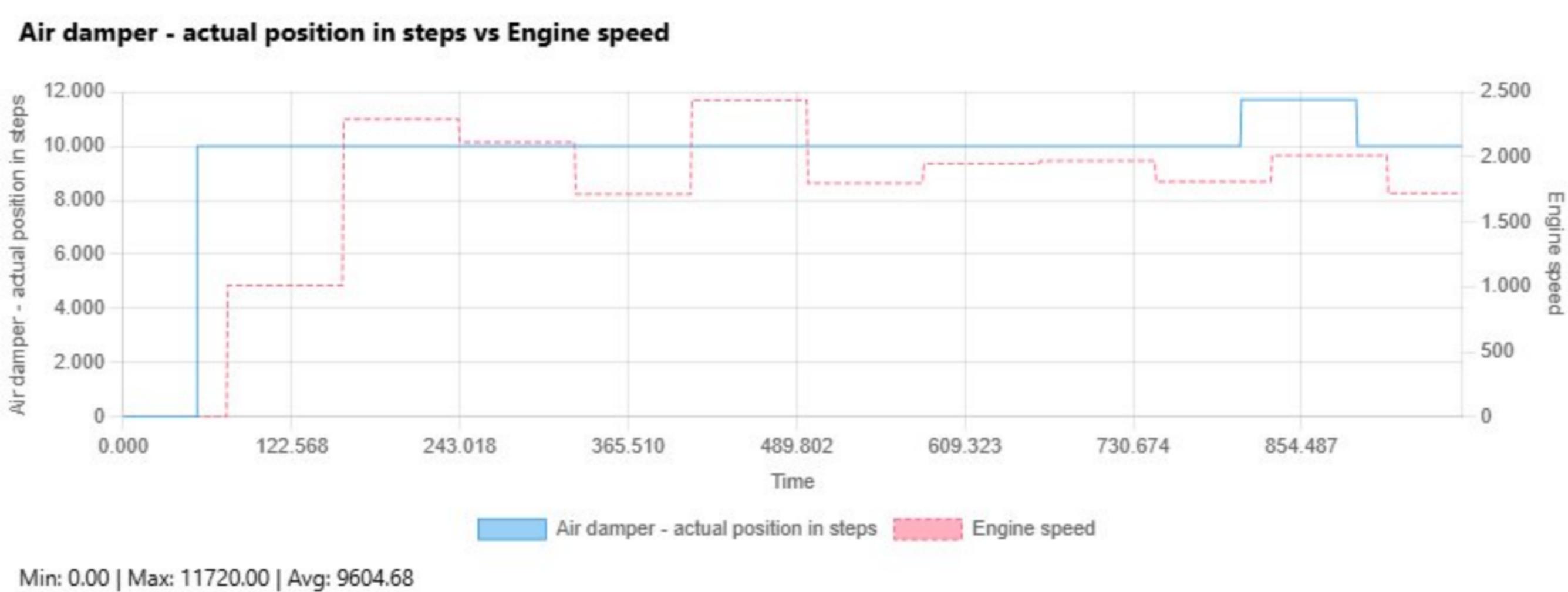


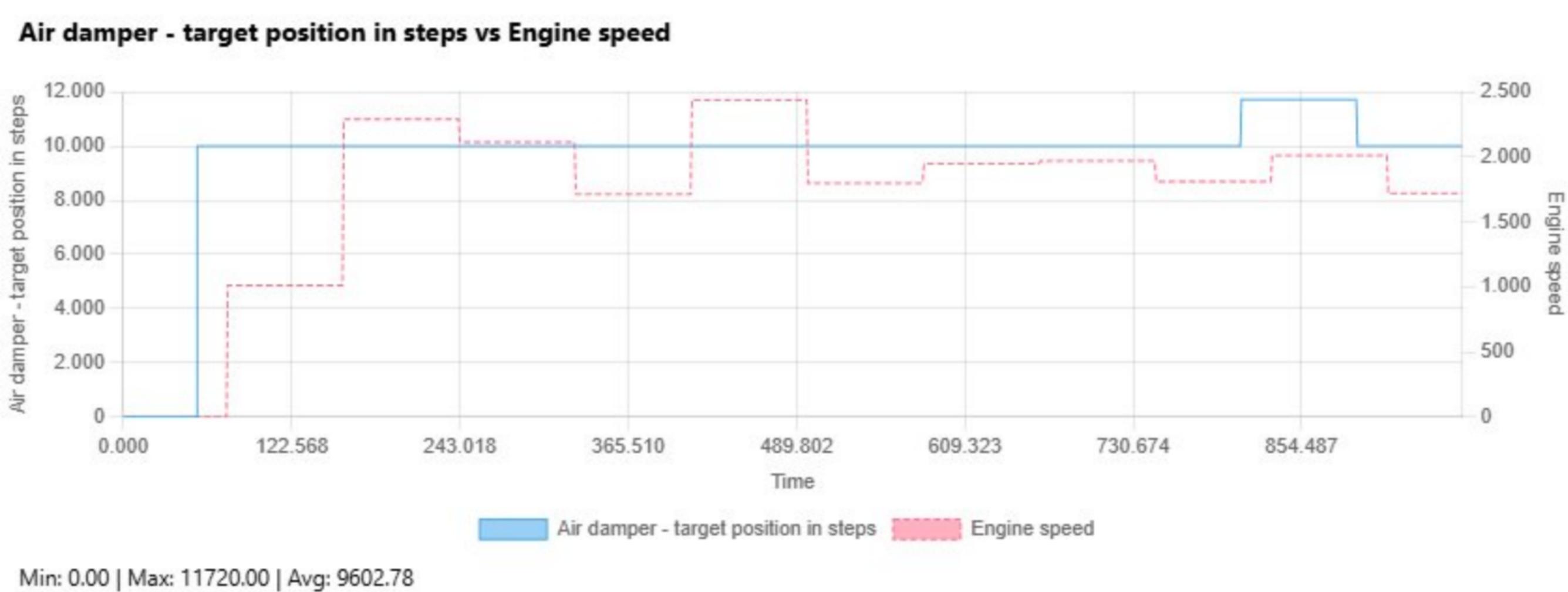
Min: 0.00 | Max: 0.06 | Avg: 0.02

Adjustment range of the eccentric angle vs Engine speed

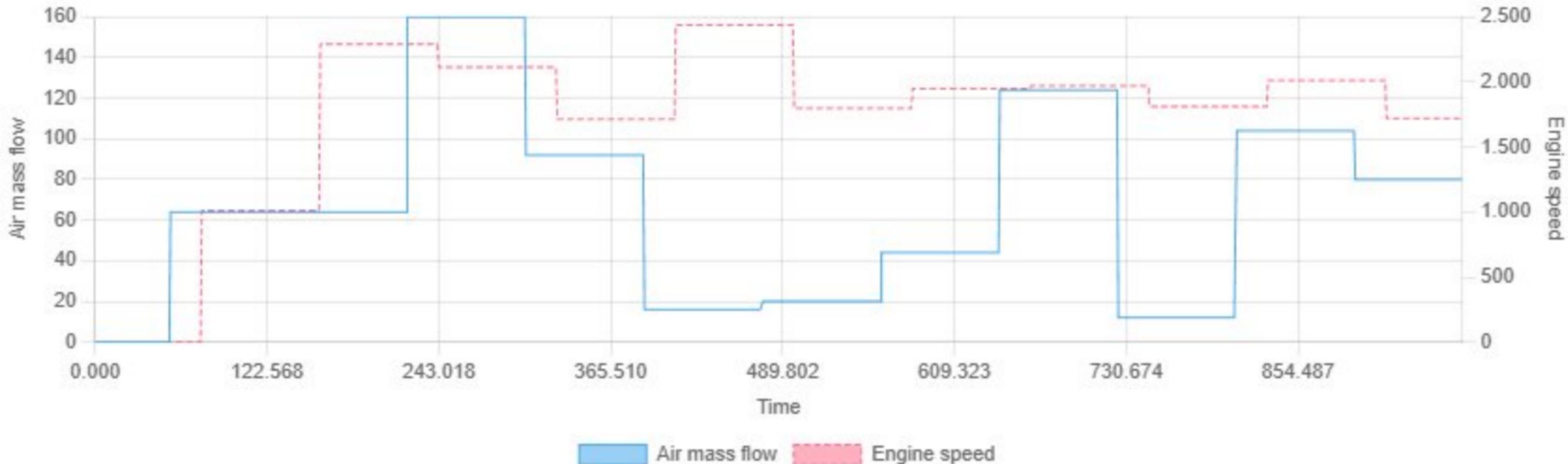


Min: 0.00 | Max: 254.60 | Avg: 240.79



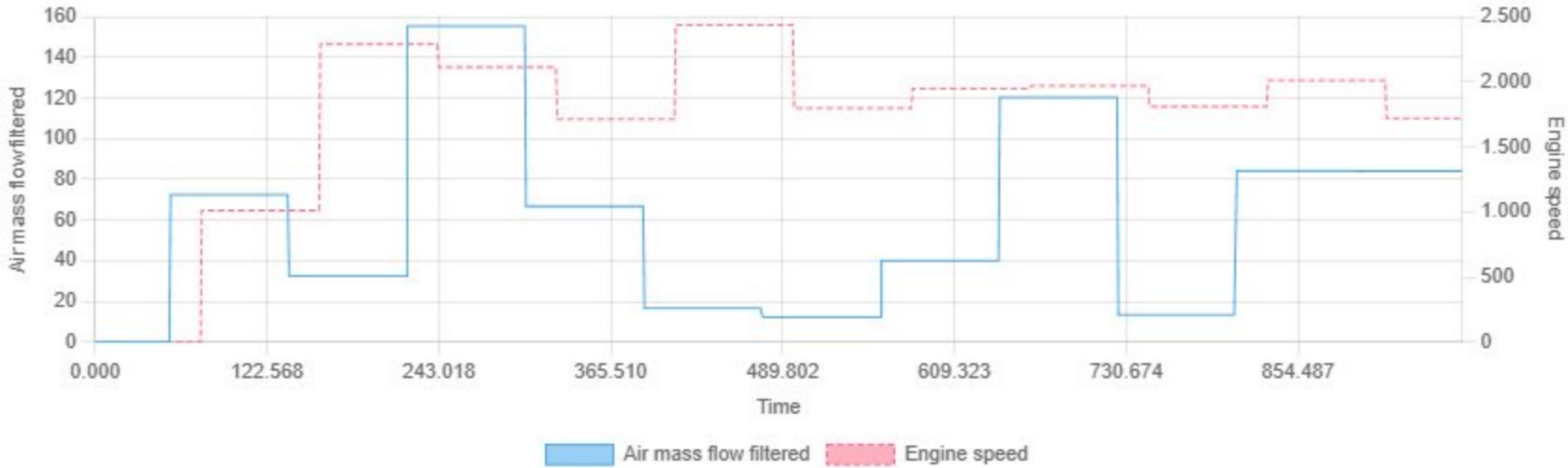


Air mass flow vs Engine speed

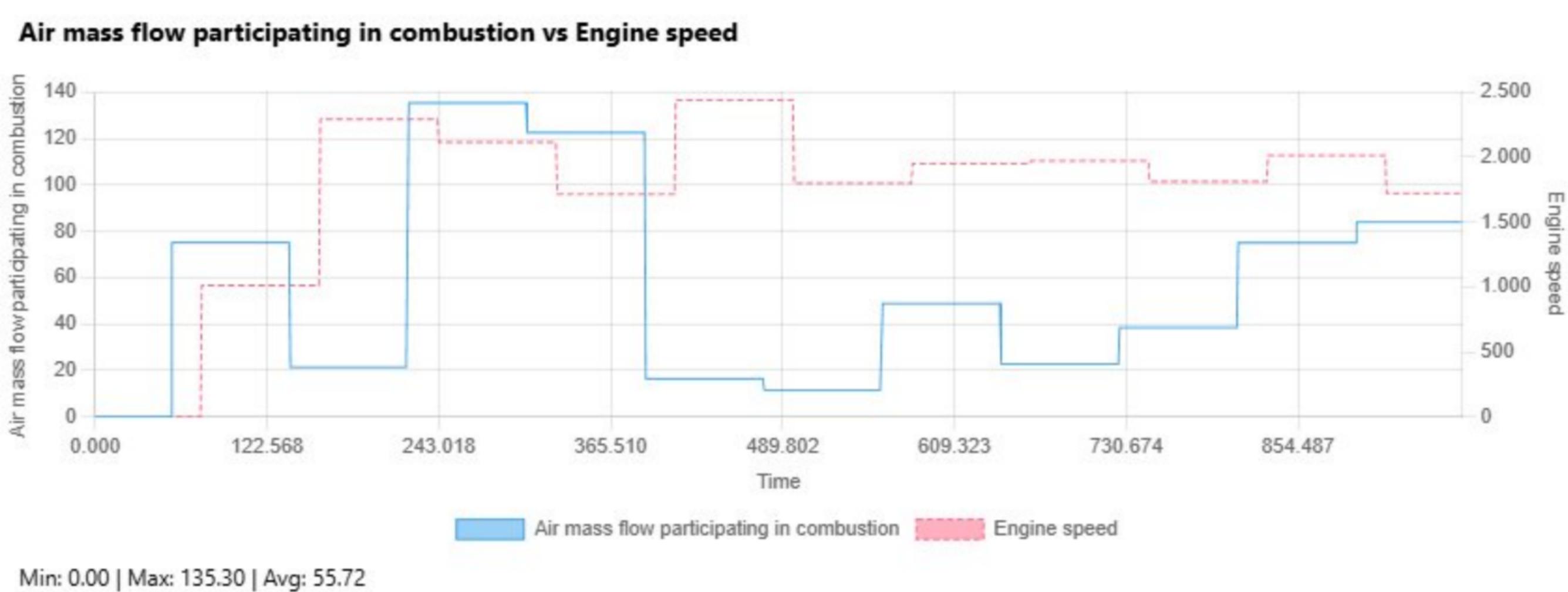


Min: 0.00 | Max: 160.00 | Avg: 66.96

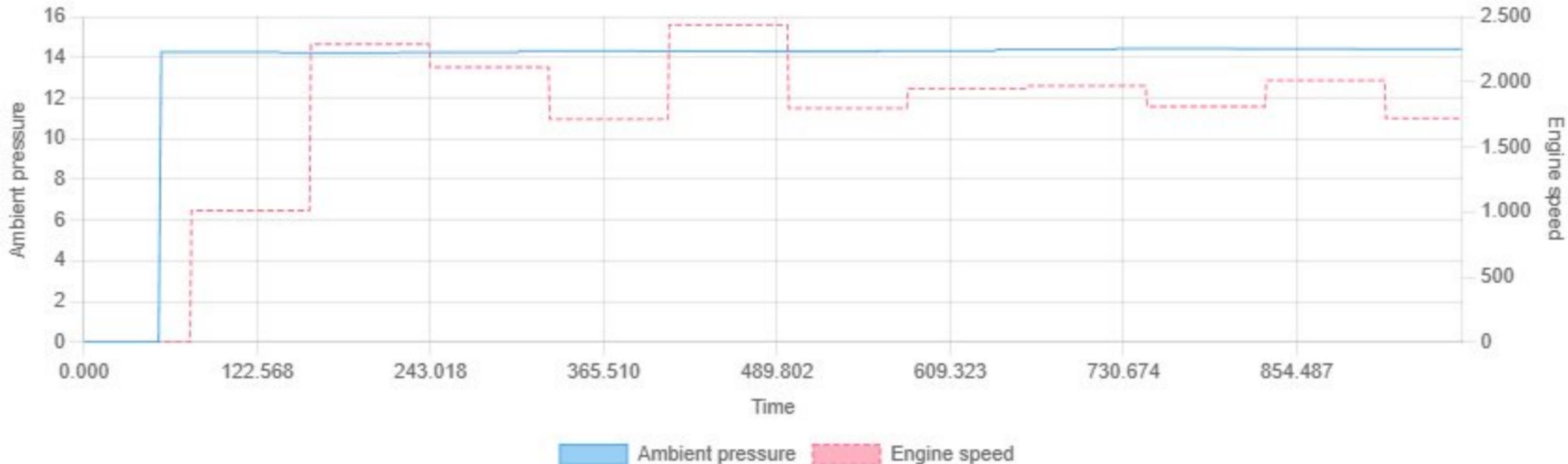
Air mass flow filtered vs Engine speed

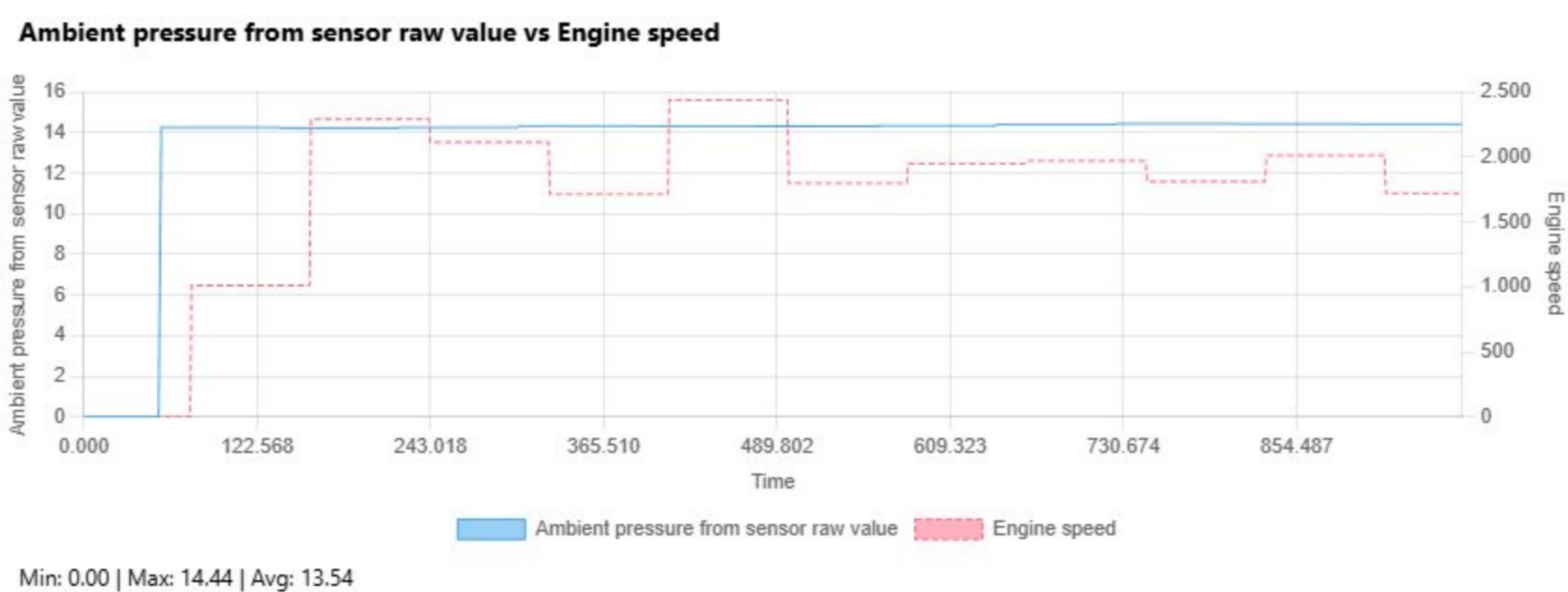


Min: 0.00 | Max: 155.50 | Avg: 59.82

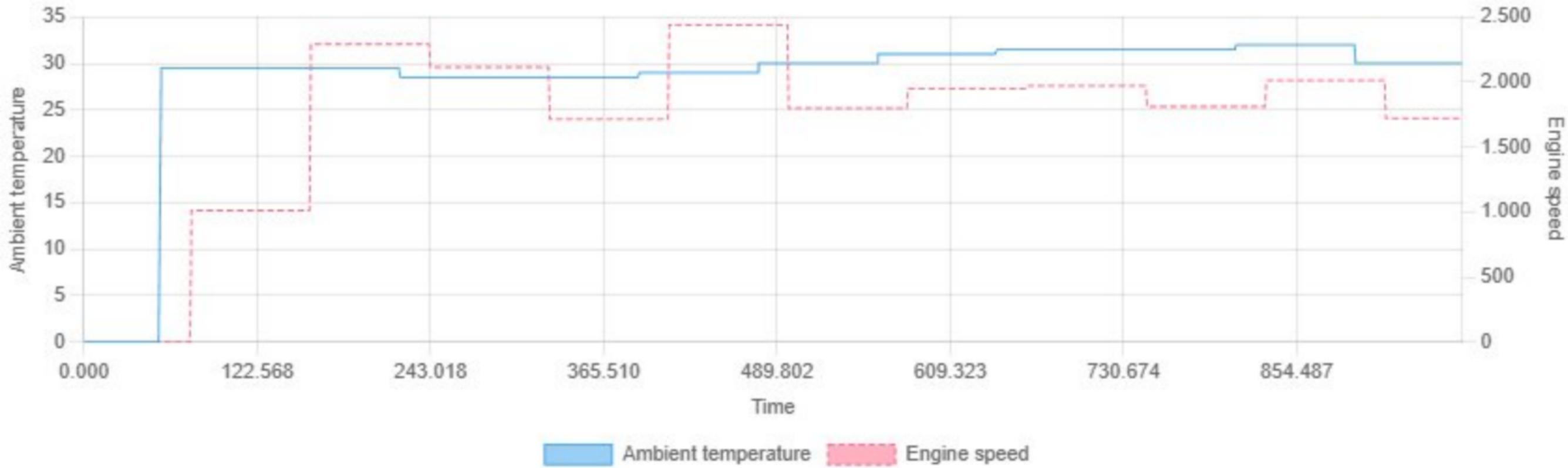


Ambient pressure vs Engine speed

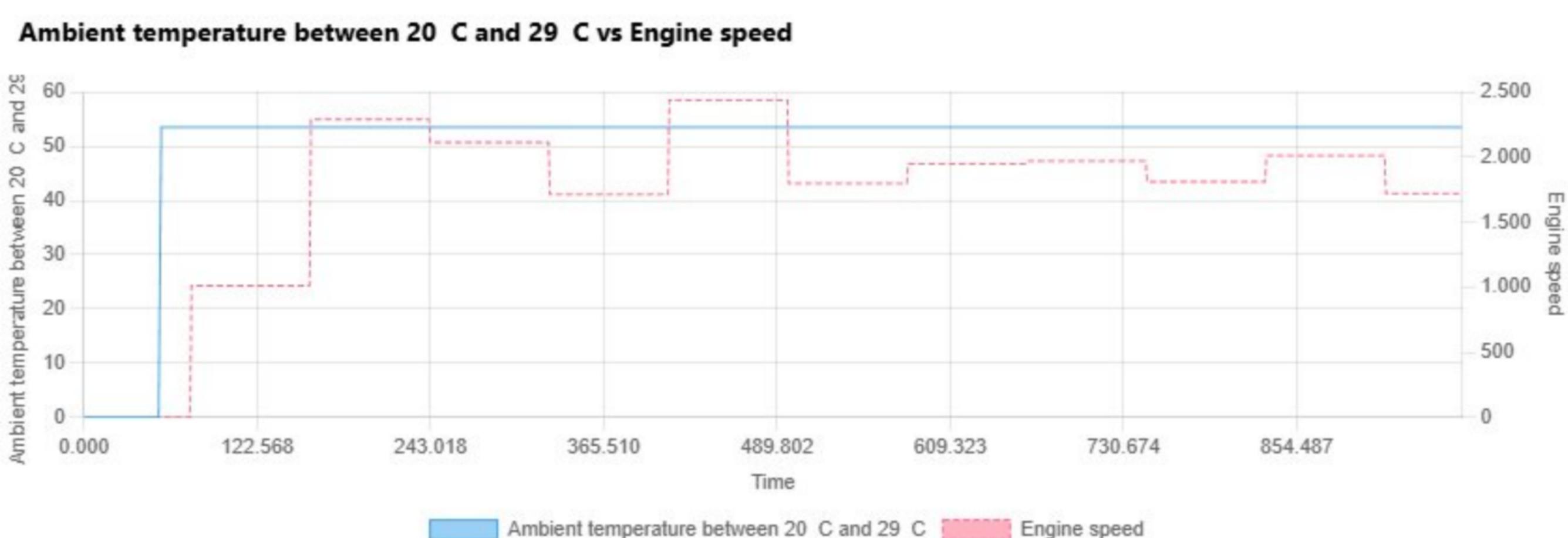




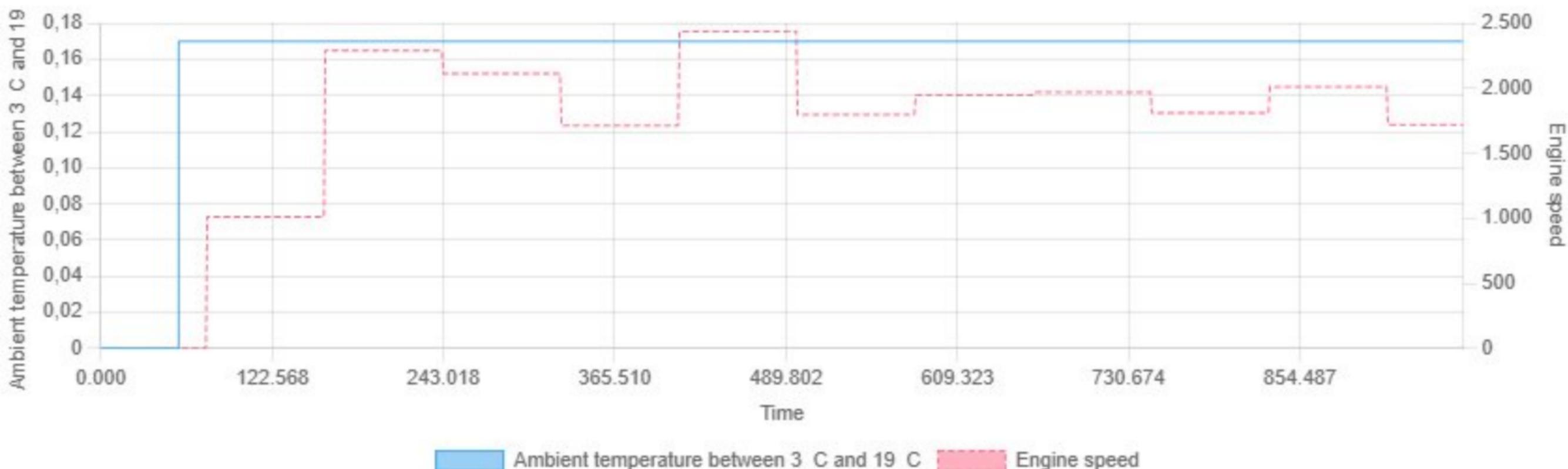
Ambient temperature vs Engine speed



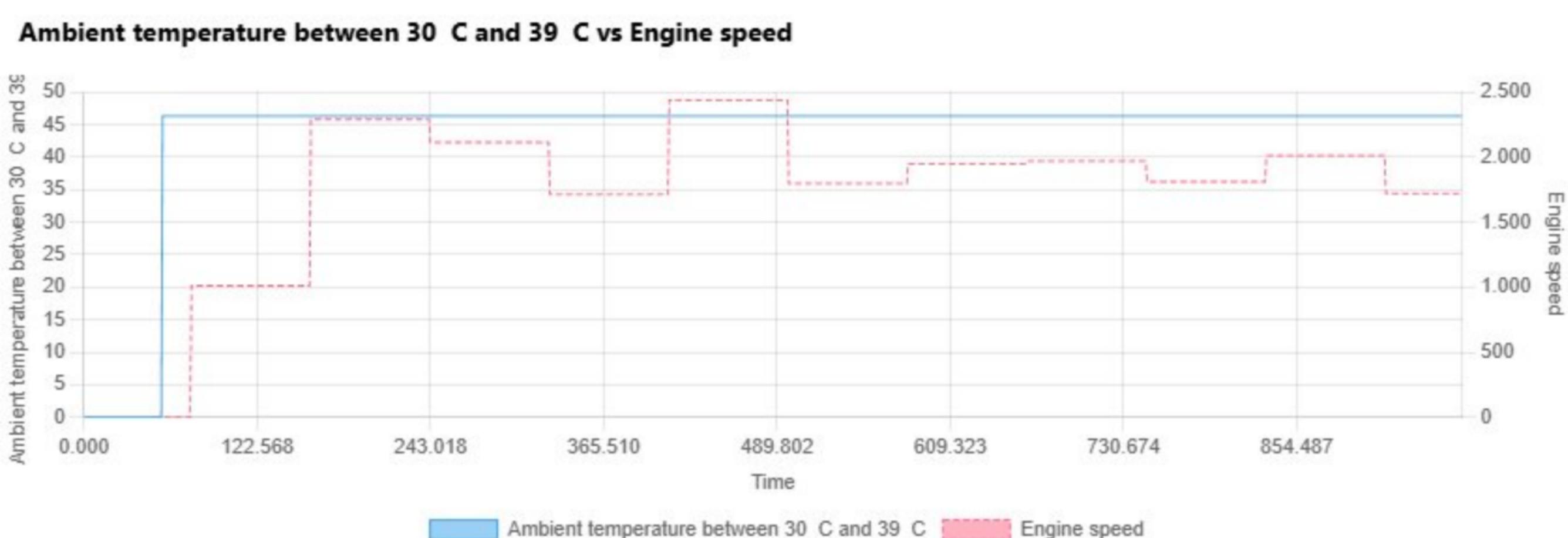
Min: 0.00 | Max: 32.00 | Avg: 28.41



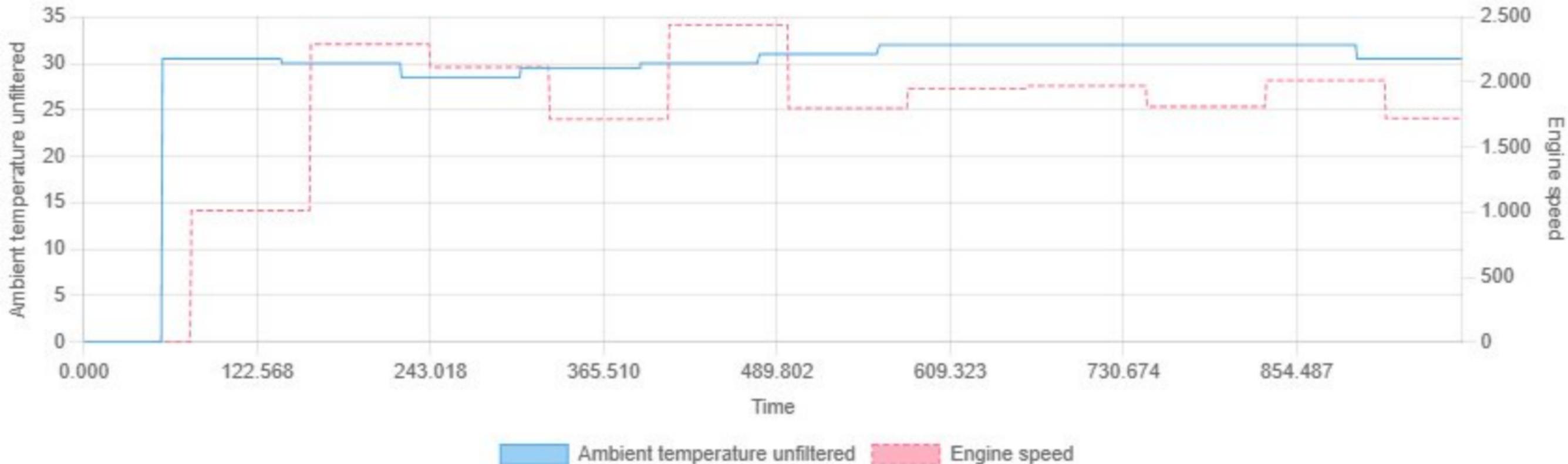
Ambient temperature between 3 °C and 19 °C vs Engine speed



Min: 0.00 | Max: 0.17 | Avg: 0.16

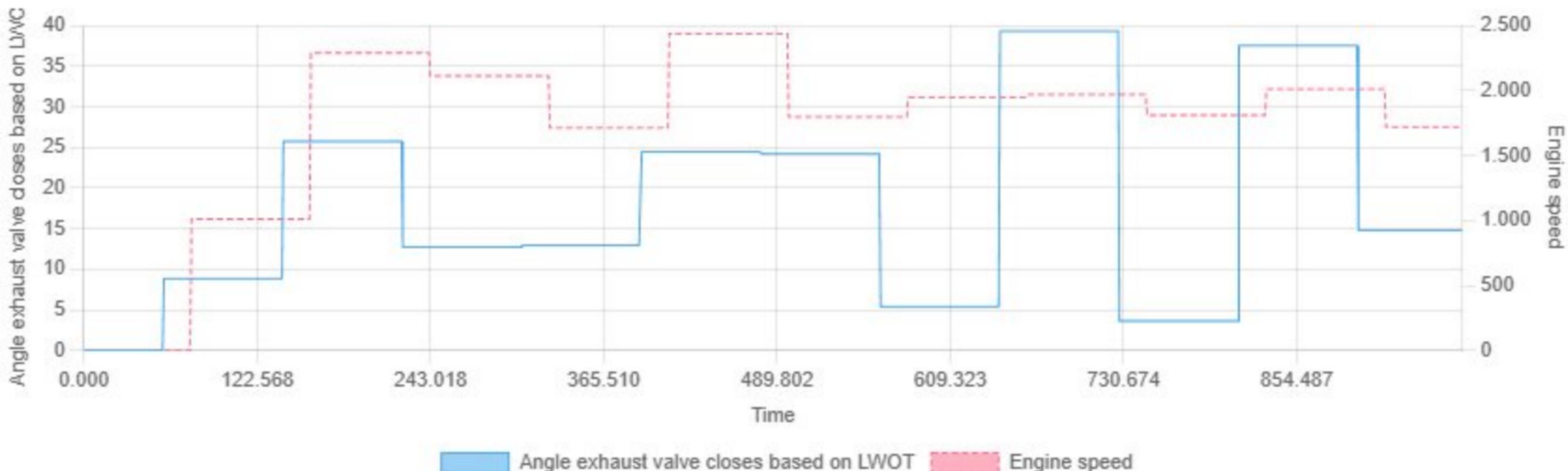


Ambient temperature unfiltered vs Engine speed



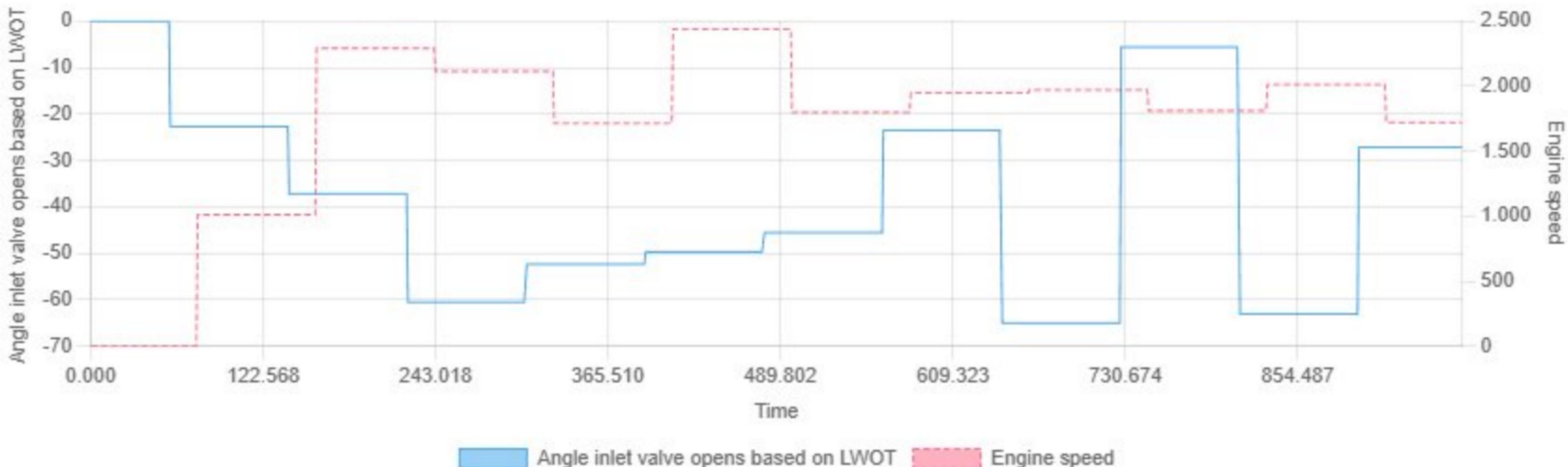
Min: 0.00 | Max: 32.00 | Avg: 28.98

Angle exhaust valve closes based on LWOT vs Engine speed



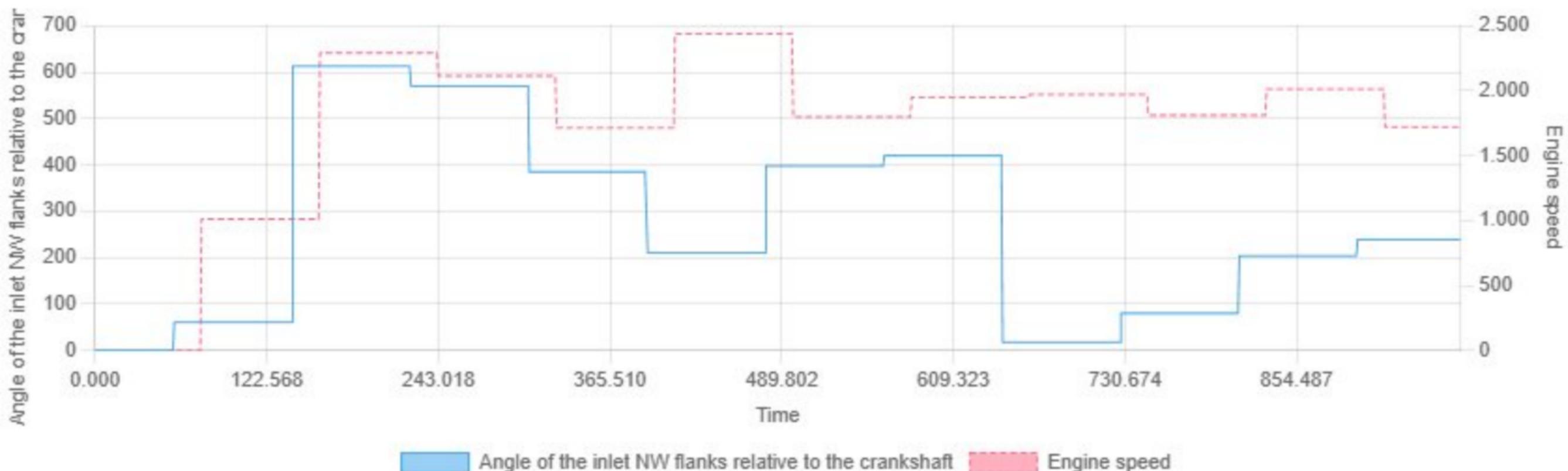
Min: 0.00 | Max: 39.34 | Avg: 18.00

Angle inlet valve opens based on LWOT vs Engine speed



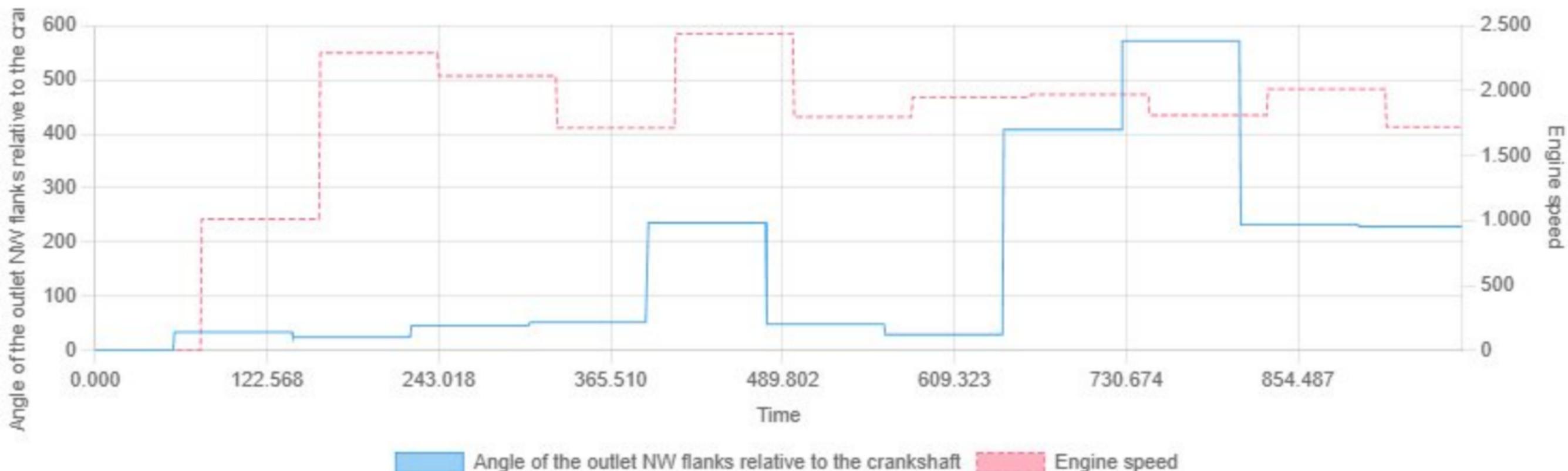
Min: -65.00 | Max: 0.00 | Avg: -38.89

Angle of the inlet NW flanks relative to the crankshaft vs Engine speed



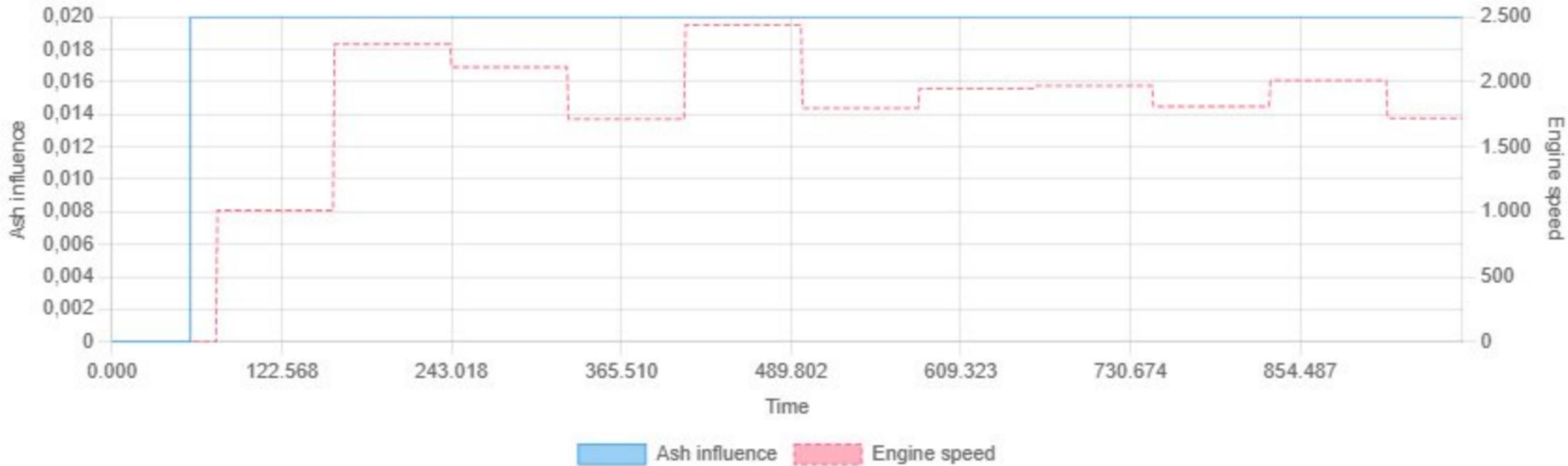
Min: 0.00 | Max: 612.82 | Avg: 274.45

Angle of the outlet NW flanks relative to the crankshaft vs Engine speed



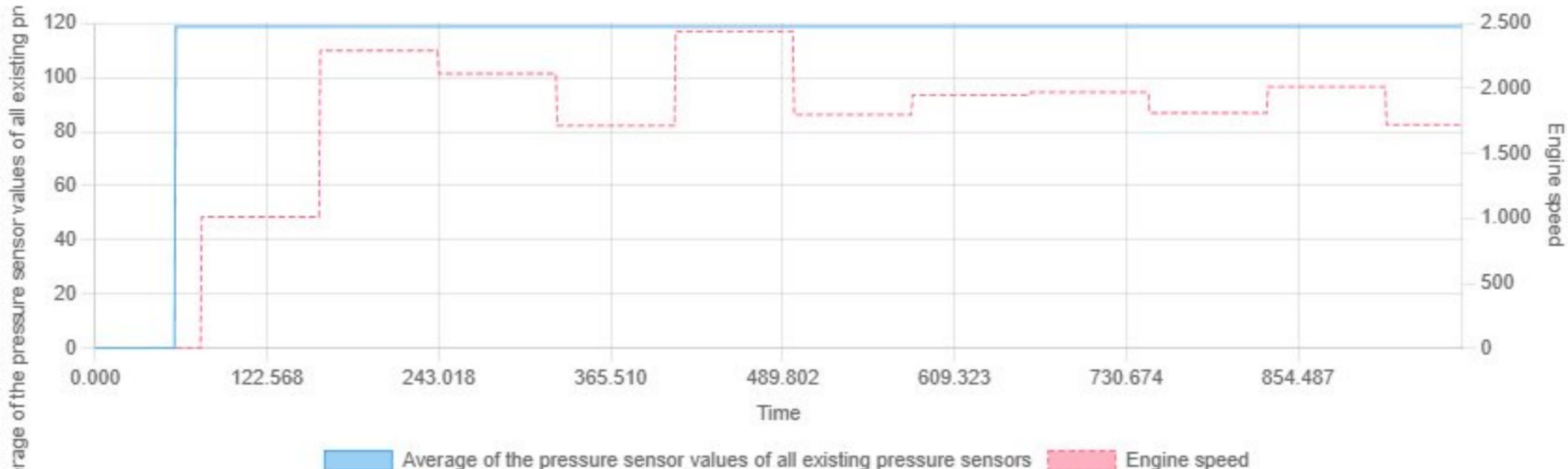
Min: 0.00 | Max: 572.04 | Avg: 163.08

Ash influence vs Engine speed



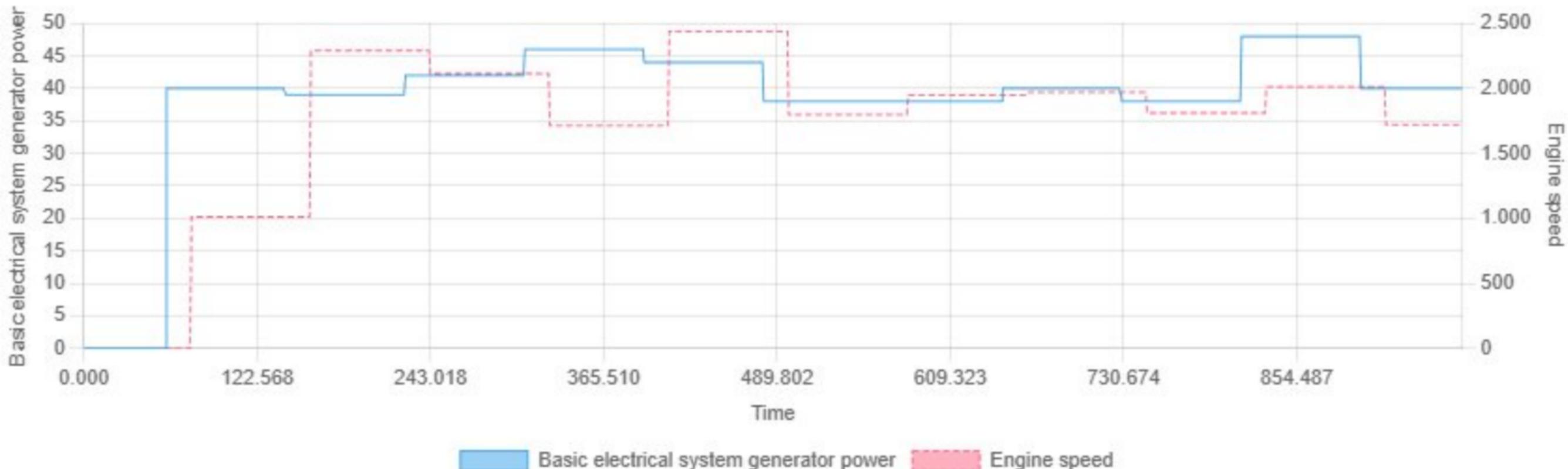
Min: 0.00 | Max: 0.02 | Avg: 0.02

Average of the pressure sensor values of all existing pressure sensors vs Engine speed



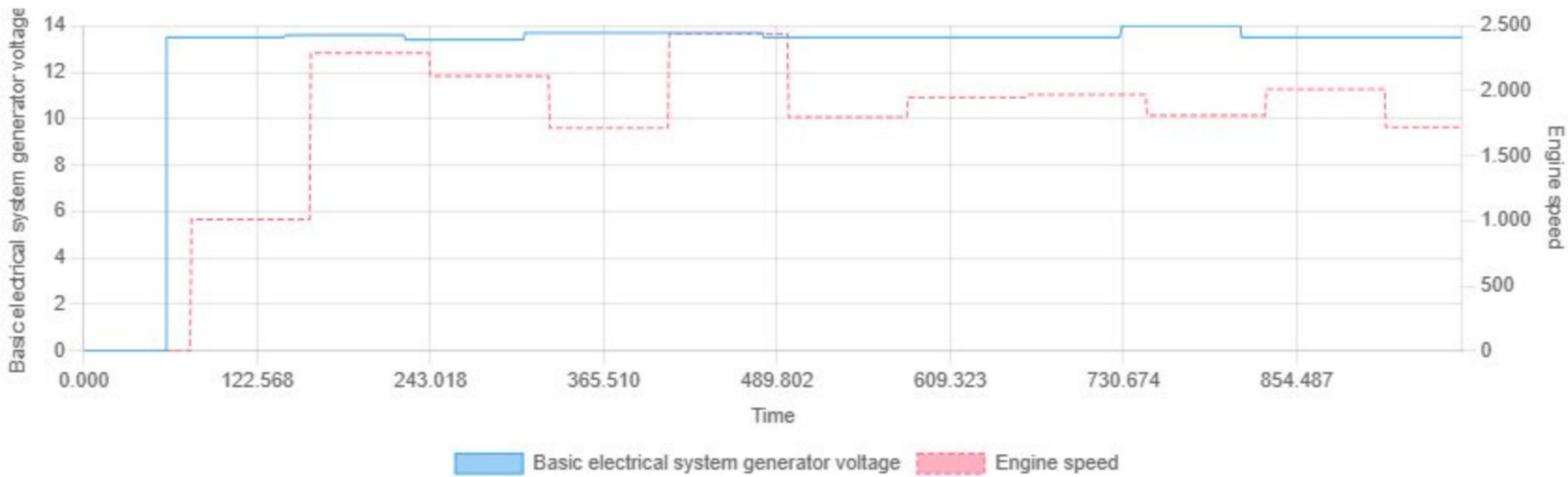
Min: 0.00 | Max: 118.81 | Avg: 111.85

Basic electrical system generator power vs Engine speed



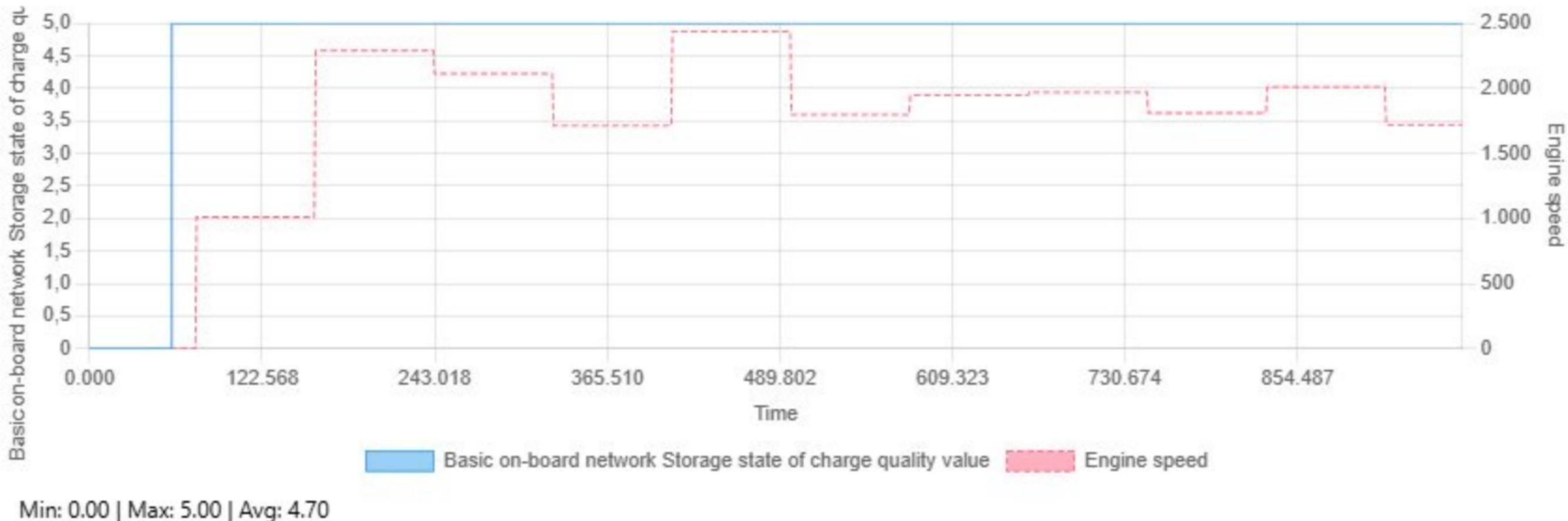
Min: 0.00 | Max: 48.00 | Avg: 38.76

Basic electrical system generator voltage vs Engine speed

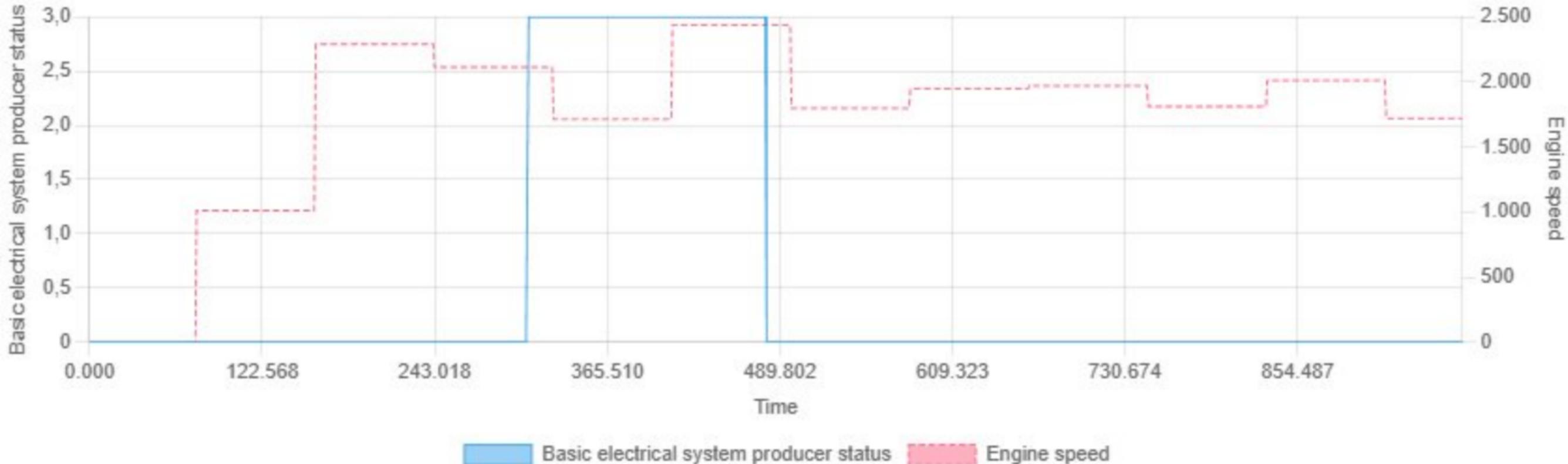


Min: 0.00 | Max: 14.00 | Avg: 12.78

Basic on-board network Storage state of charge quality value vs Engine speed

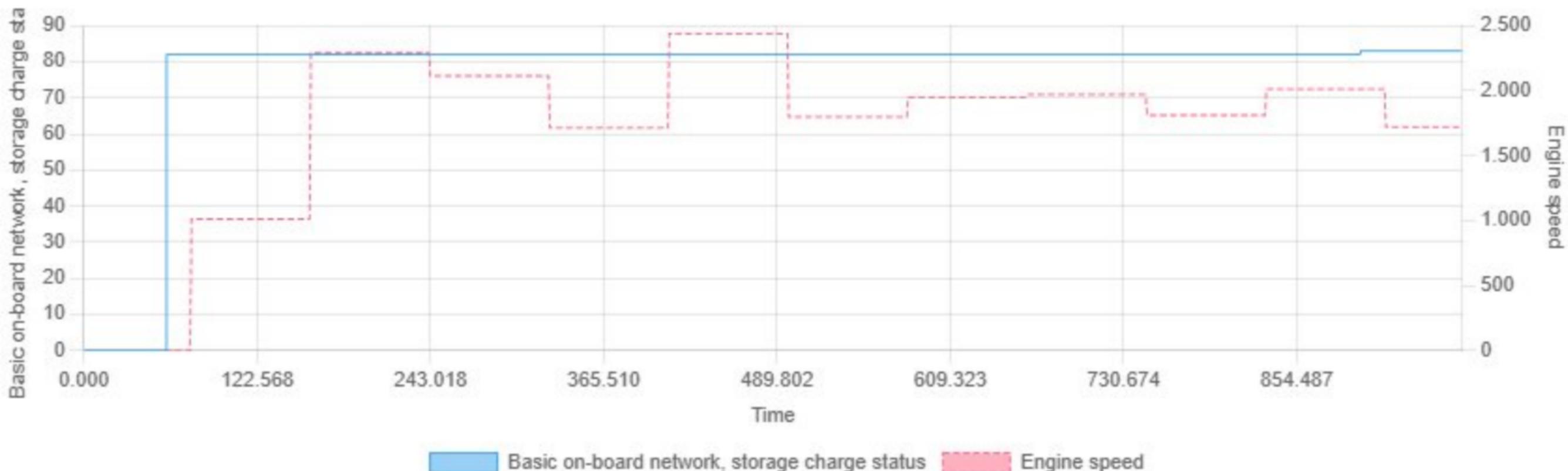


Basic electrical system producer status vs Engine speed



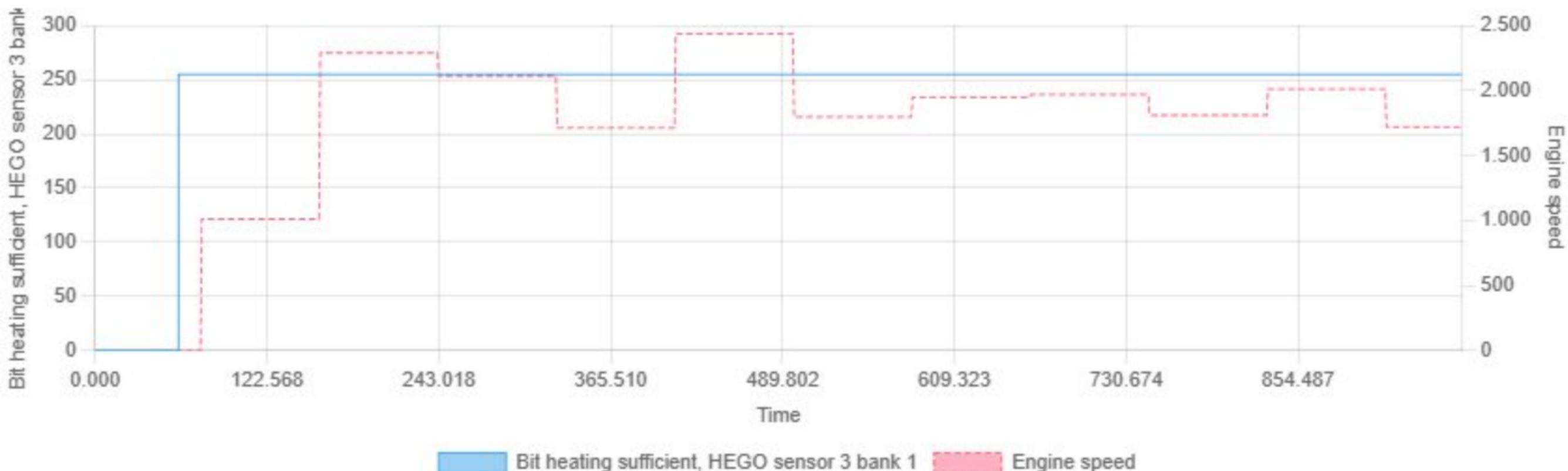
Min: 0.00 | Max: 3.00 | Avg: 0.52

Basic on-board network, storage charge status vs Engine speed



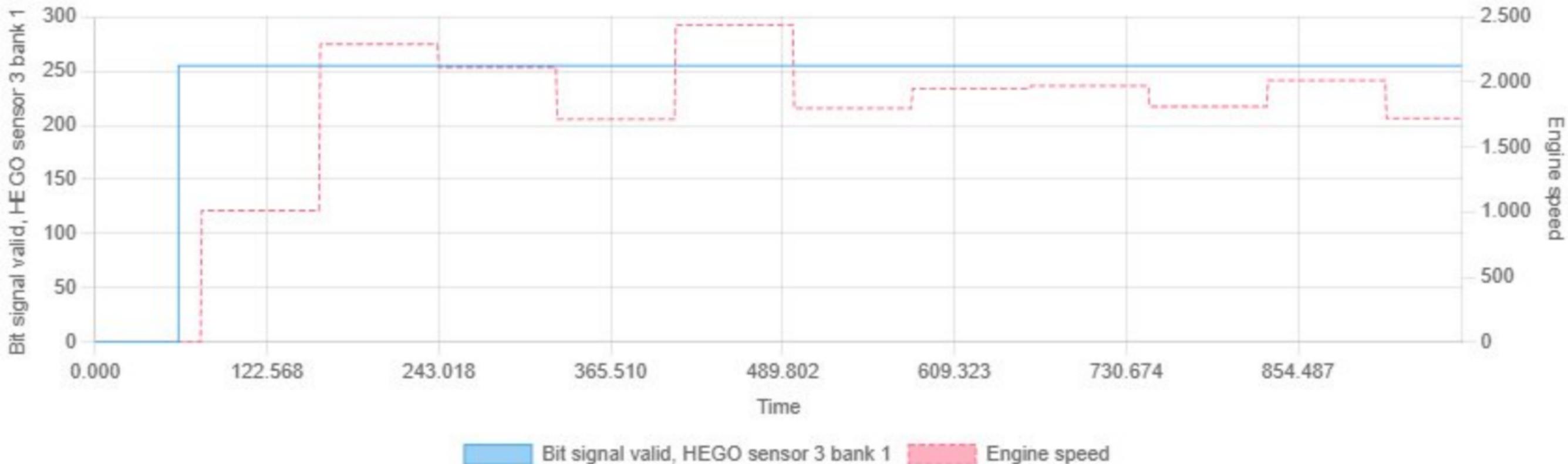
Min: 0.00 | Max: 83.00 | Avg: 77.16

Bit heating sufficient, HEGO sensor 3 bank 1 vs Engine speed



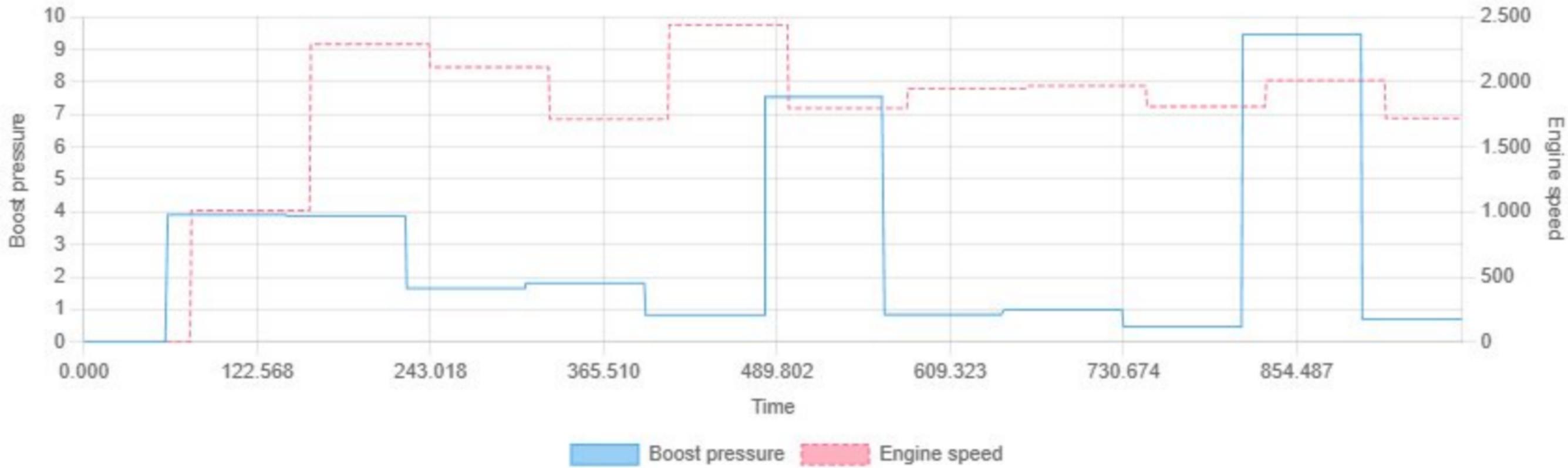
Min: 0.00 | Max: 255.00 | Avg: 239.67

Bit signal valid, HEGO sensor 3 bank 1 vs Engine speed



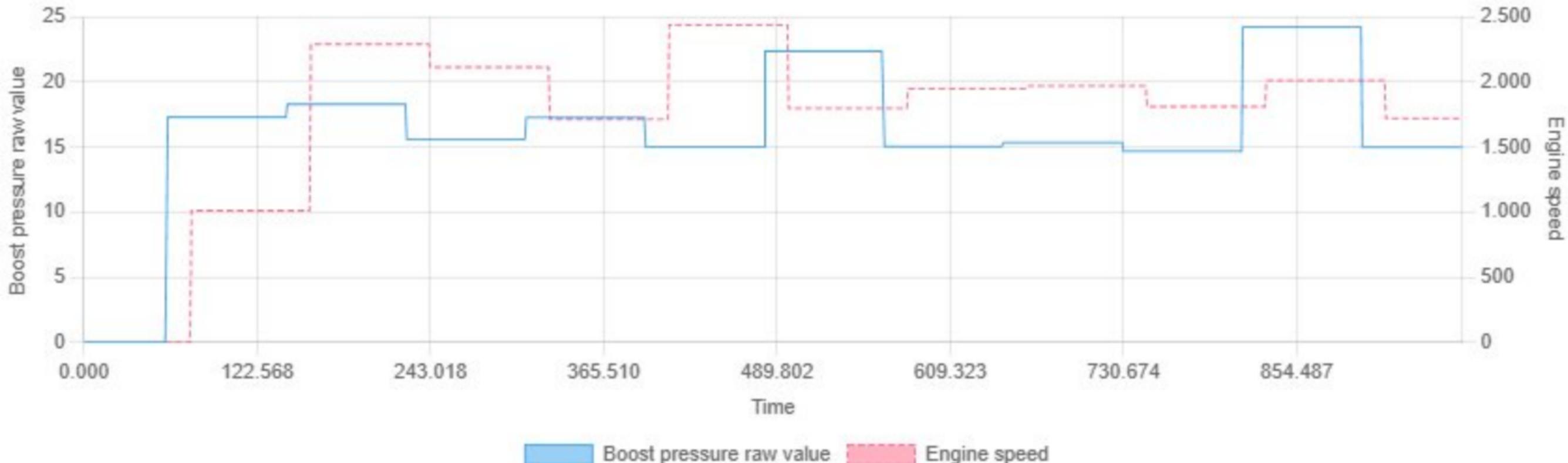
Min: 0.00 | Max: 255.00 | Avg: 239.62

Boost pressure vs Engine speed



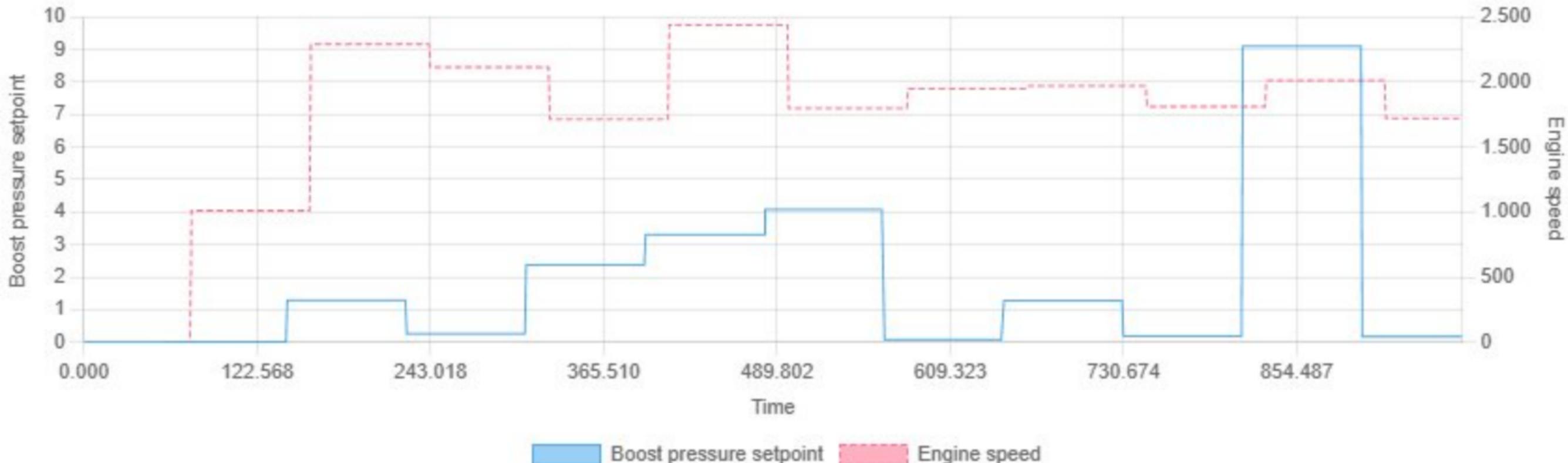
Min: 0.00 | Max: 9.46 | Avg: 2.77

Boost pressure raw value vs Engine speed



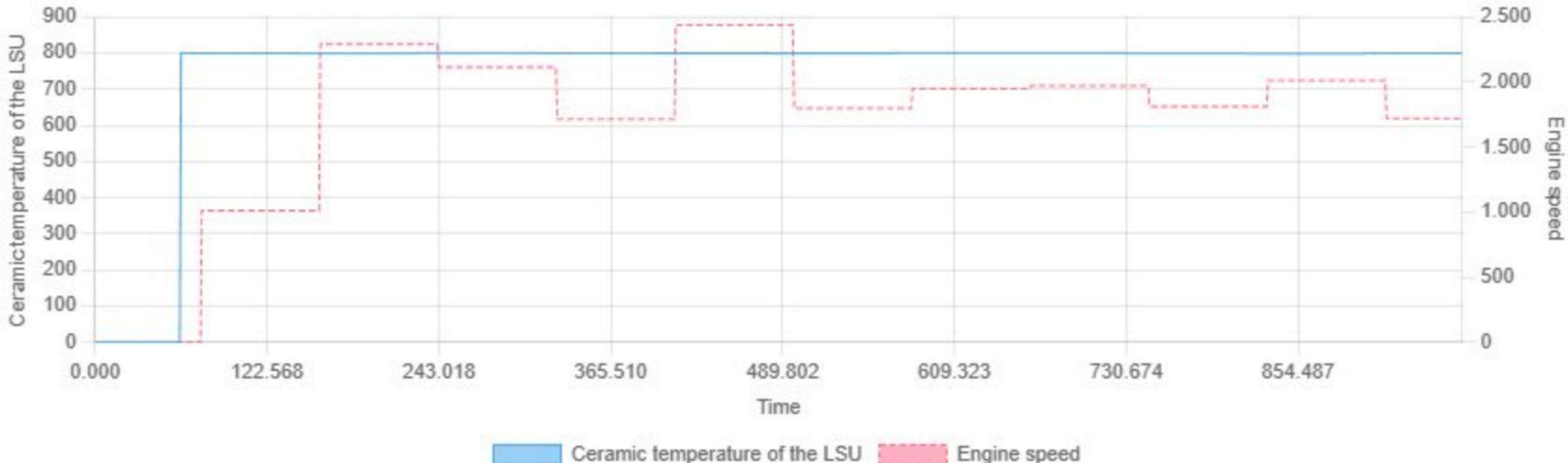
Min: 0.00 | Max: 24.23 | Avg: 16.26

Boost pressure setpoint vs Engine speed



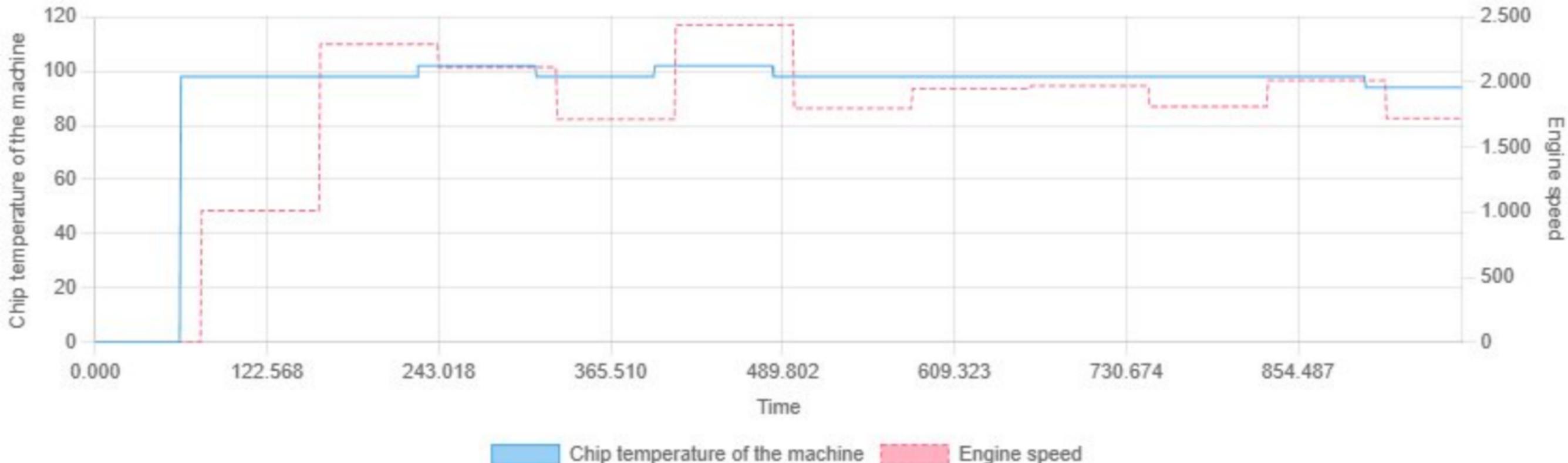
Min: 0.00 | Max: 9.10 | Avg: 1.92

Ceramic temperature of the LSU vs Engine speed



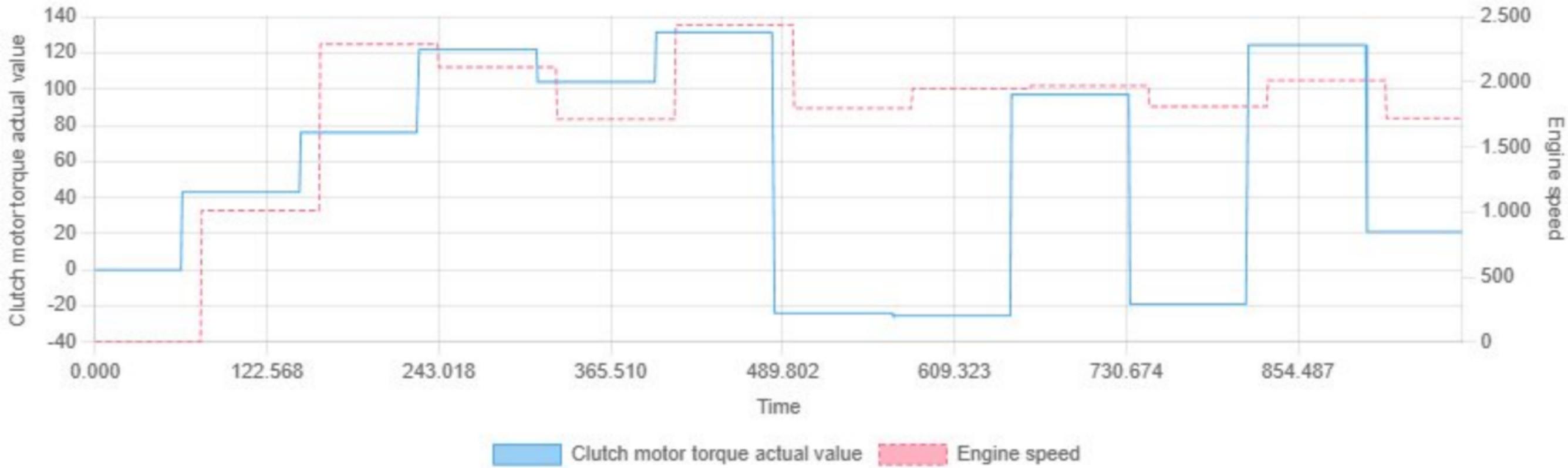
Min: 0.00 | Max: 800.87 | Avg: 749.80

Chip temperature of the machine vs Engine speed



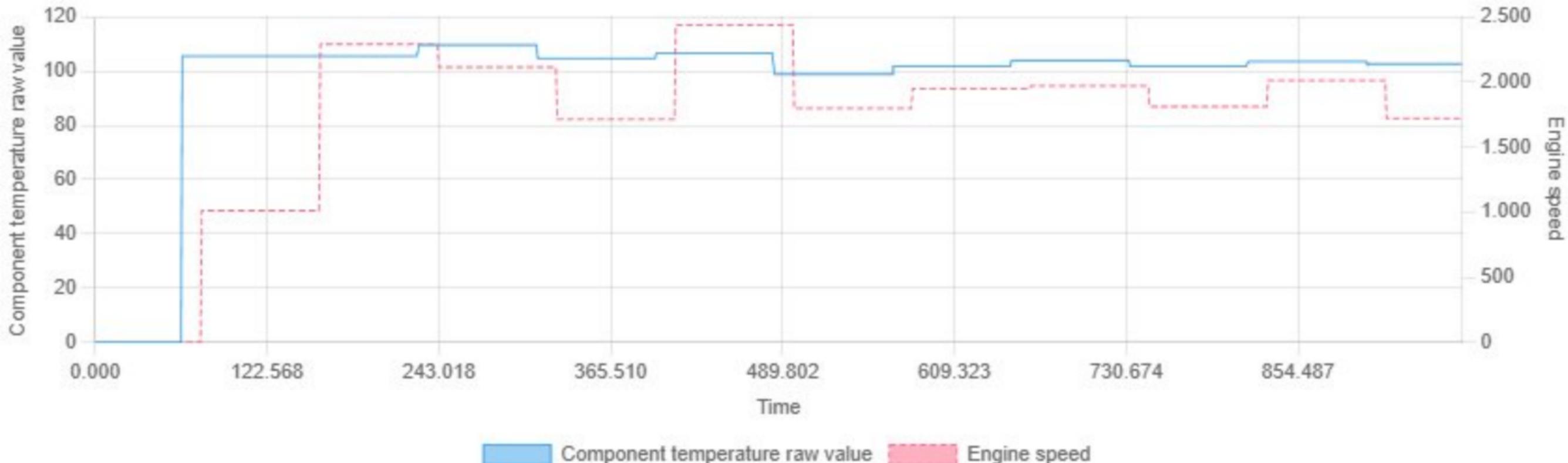
Min: 0.00 | Max: 102.00 | Avg: 92.25

Clutch motor torque actual value vs Engine speed



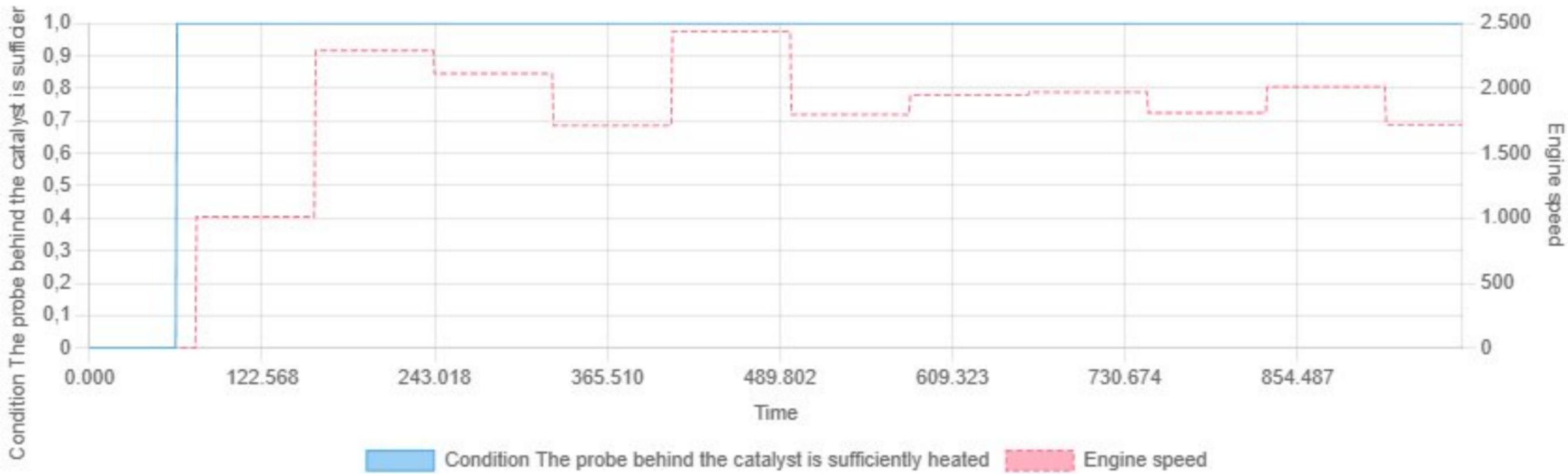
Min: -25.50 | Max: 131.50 | Avg: 56.00

Component temperature raw value vs Engine speed



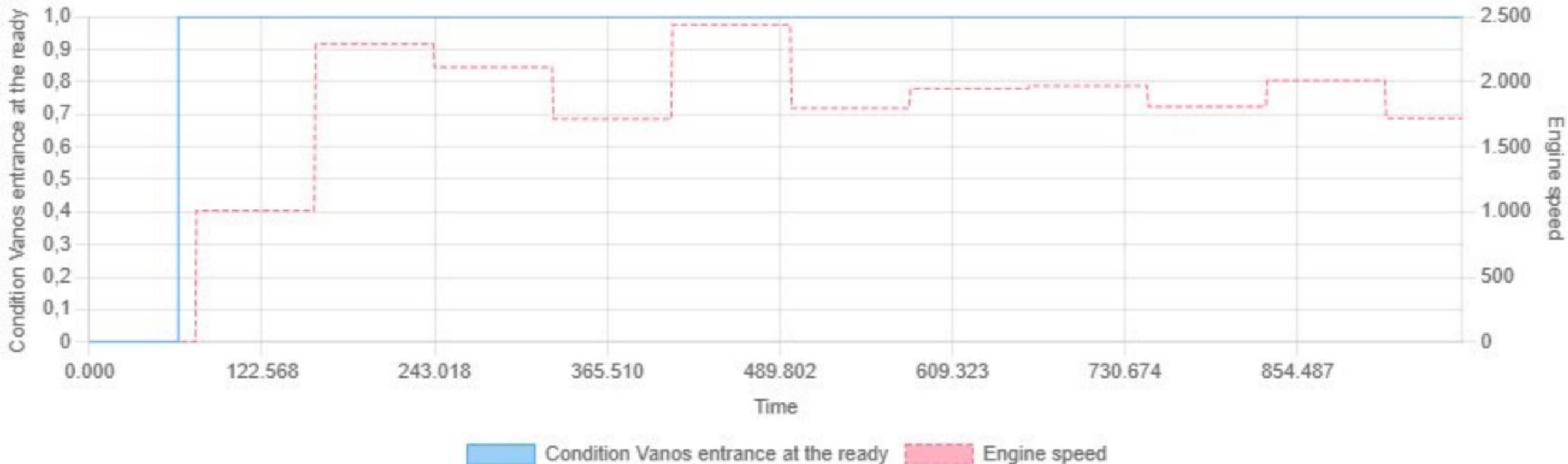
Min: 0.00 | Max: 109.66 | Avg: 97.49

Condition The probe behind the catalyst is sufficiently heated vs Engine speed



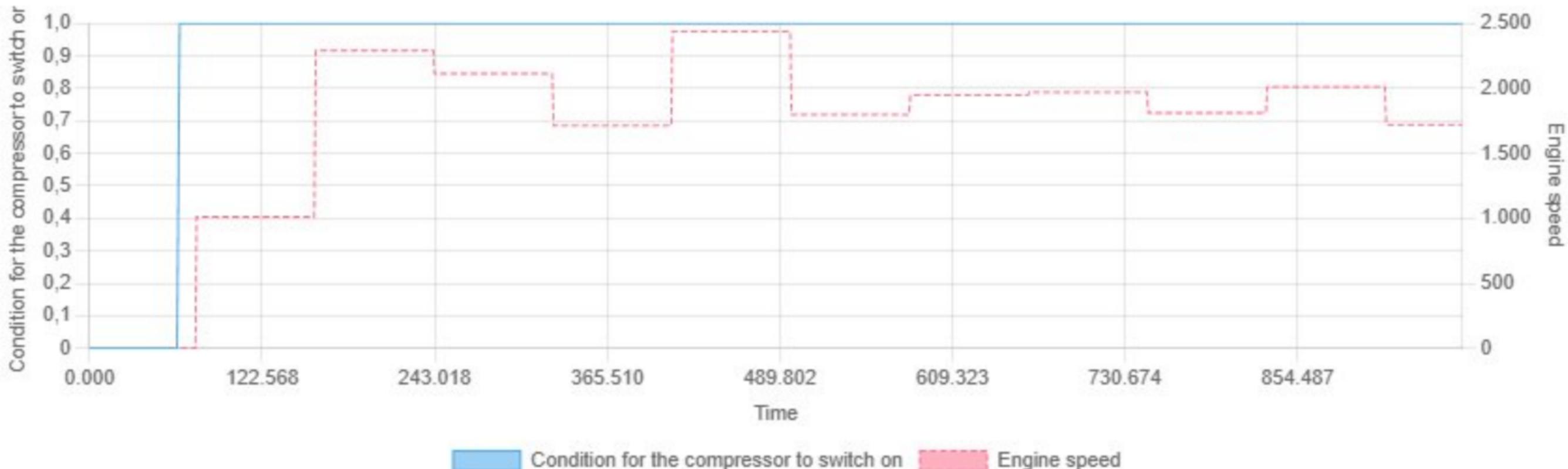
Min: 0.00 | Max: 1.00 | Avg: 0.94

Condition Vanos entrance at the ready vs Engine speed



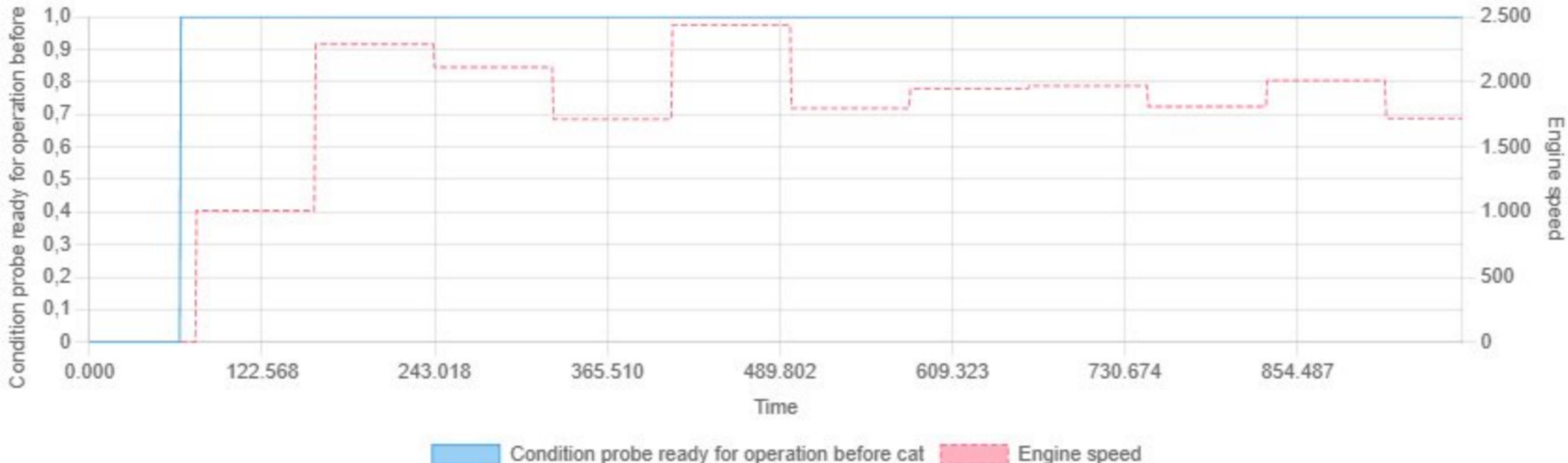
Min: 0.00 | Max: 1.00 | Avg: 0.94

Condition for the compressor to switch on vs Engine speed



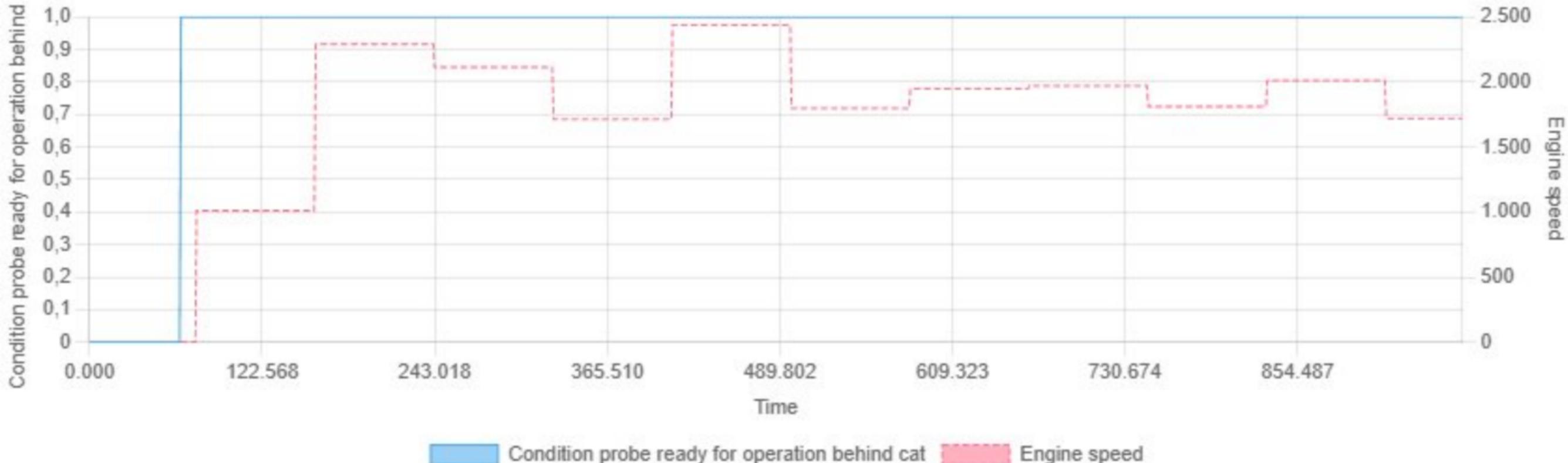
Min: 0.00 | Max: 1.00 | Avg: 0.93

Condition probe ready for operation before cat vs Engine speed



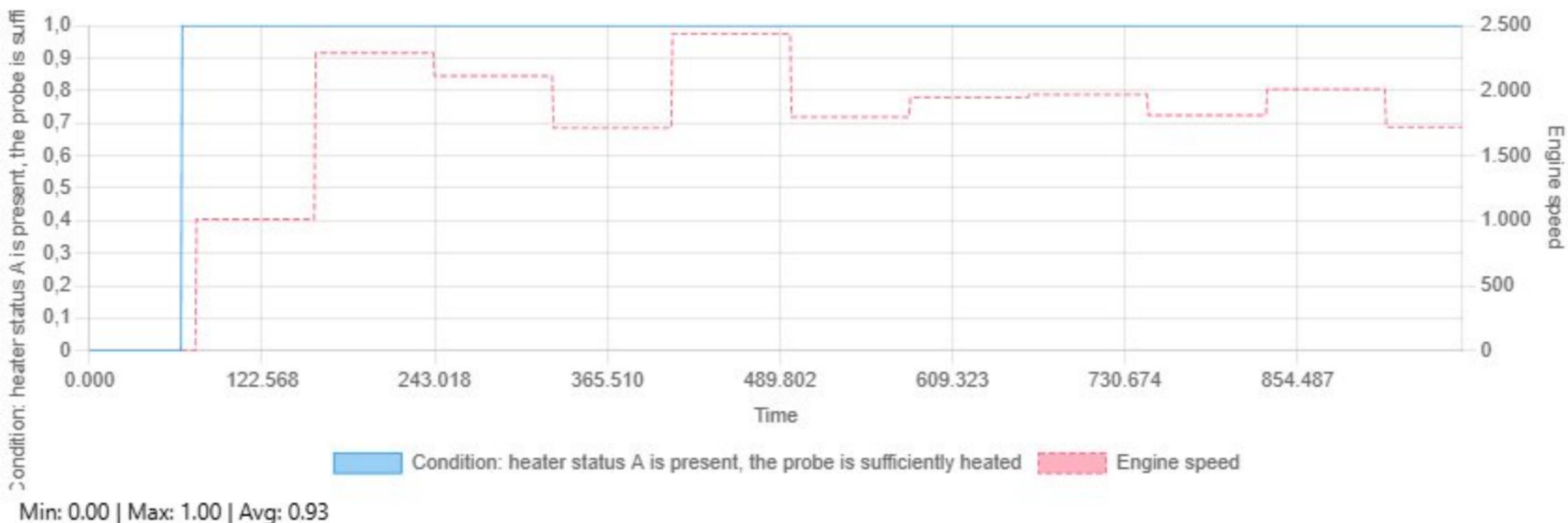
Min: 0.00 | Max: 1.00 | Avg: 0.93

Condition probe ready for operation behind cat vs Engine speed

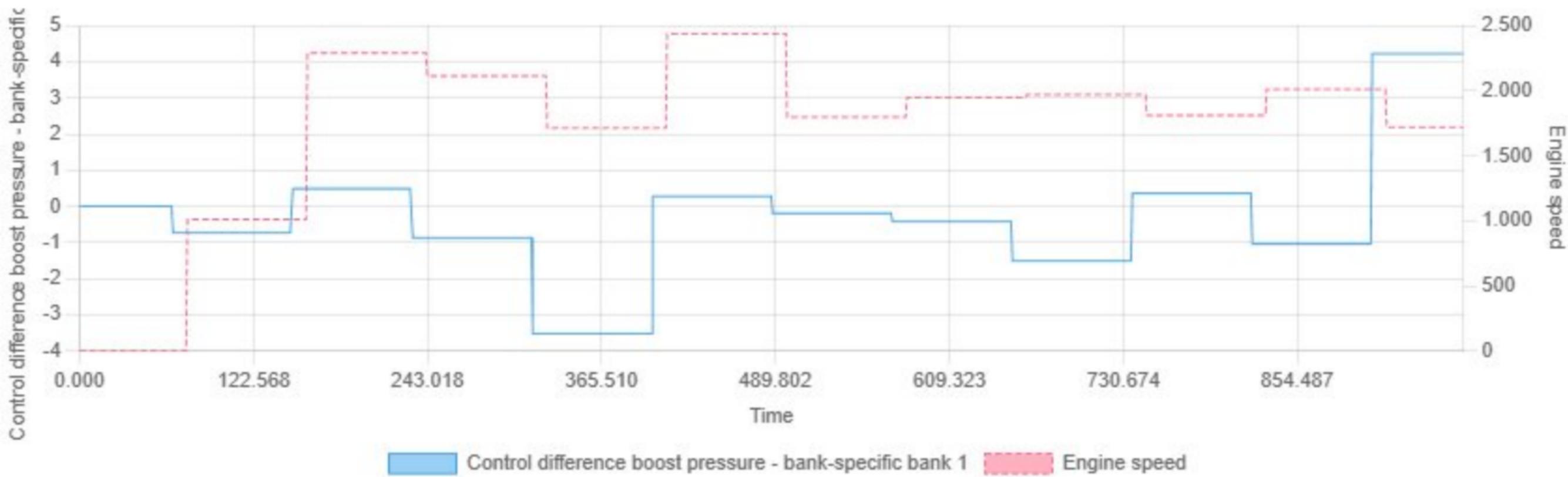


Min: 0.00 | Max: 1.00 | Avg: 0.93

Condition: heater status A is present, the probe is sufficiently heated vs Engine speed

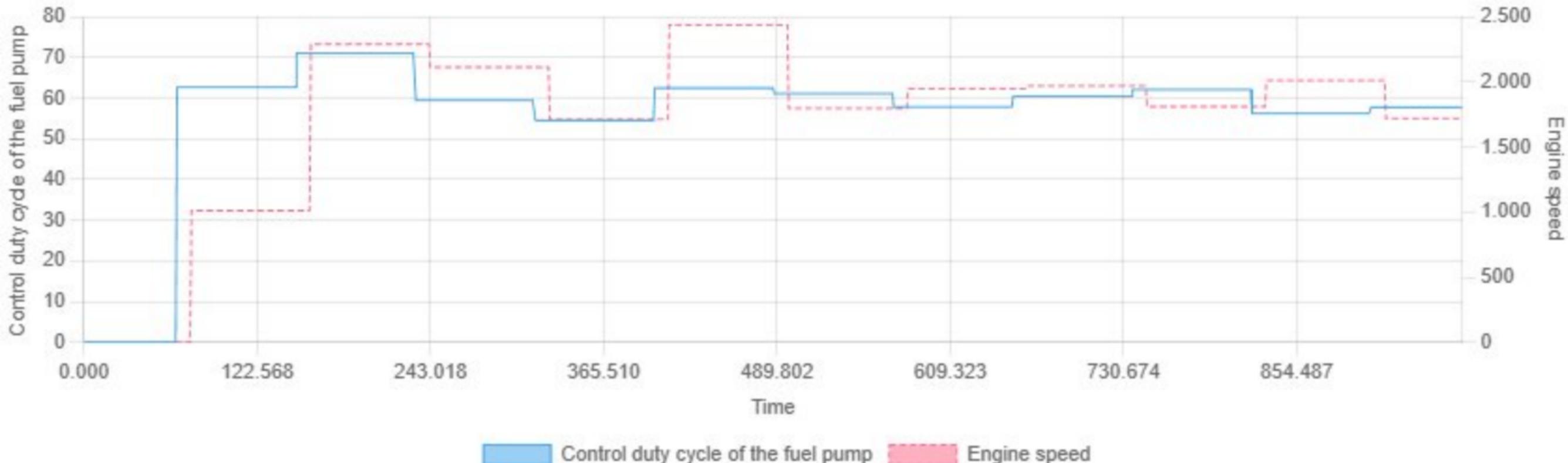


Control difference boost pressure - bank-specific bank 1 vs Engine speed



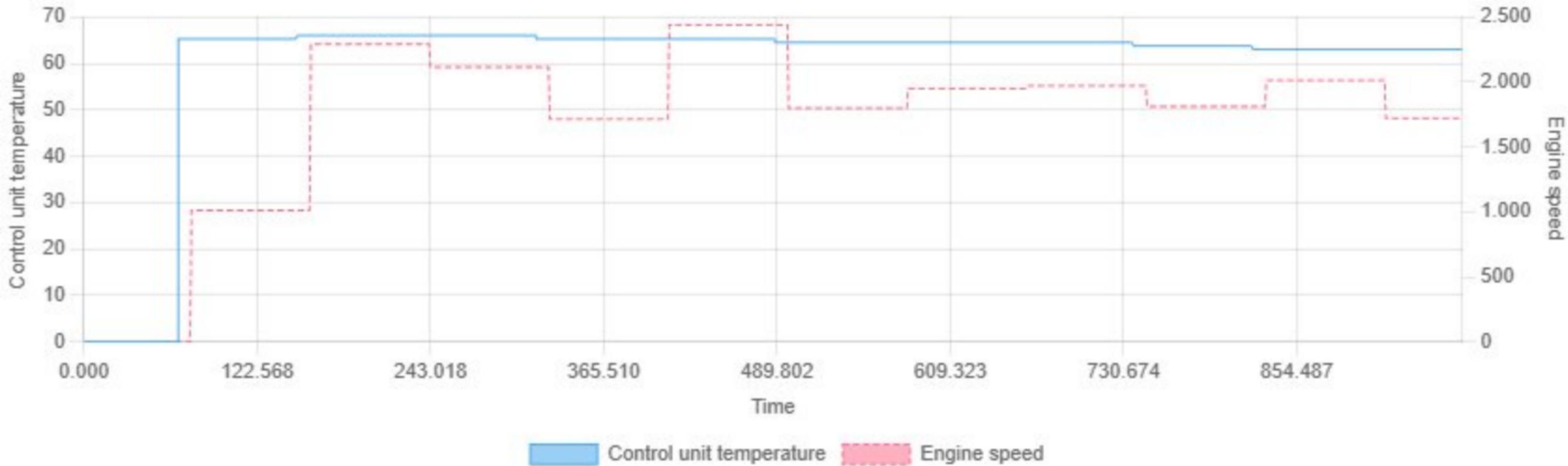
Min: -3.52 | Max: 4.23 | Avg: -0.34

Control duty cycle of the fuel pump vs Engine speed



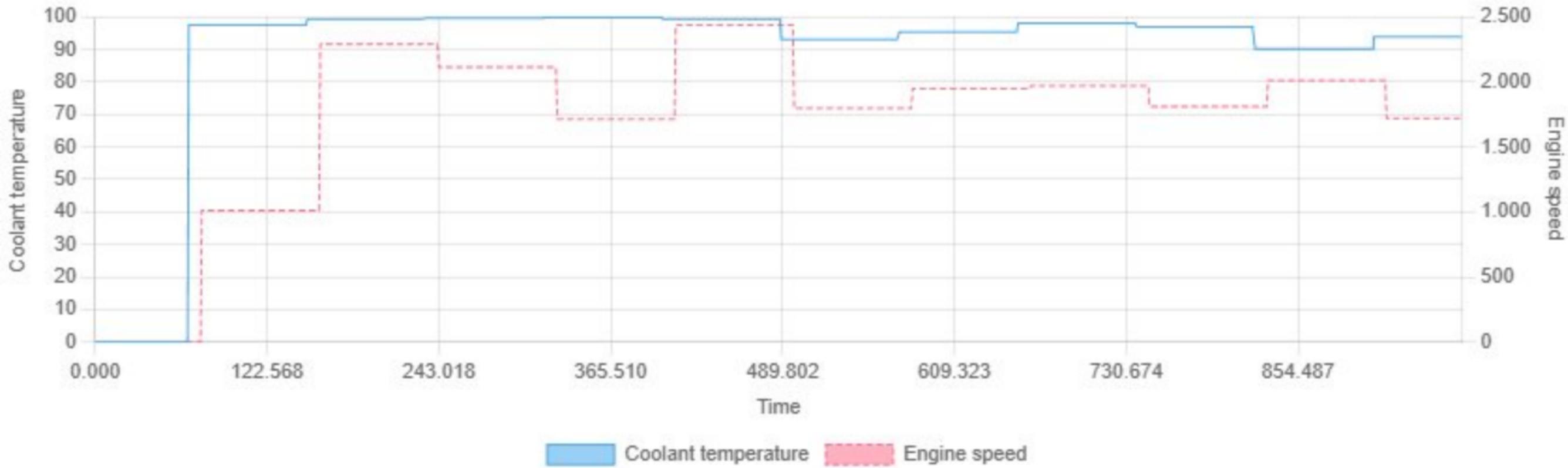
Min: 0.00 | Max: 71.11 | Avg: 56.53

Control unit temperature vs Engine speed



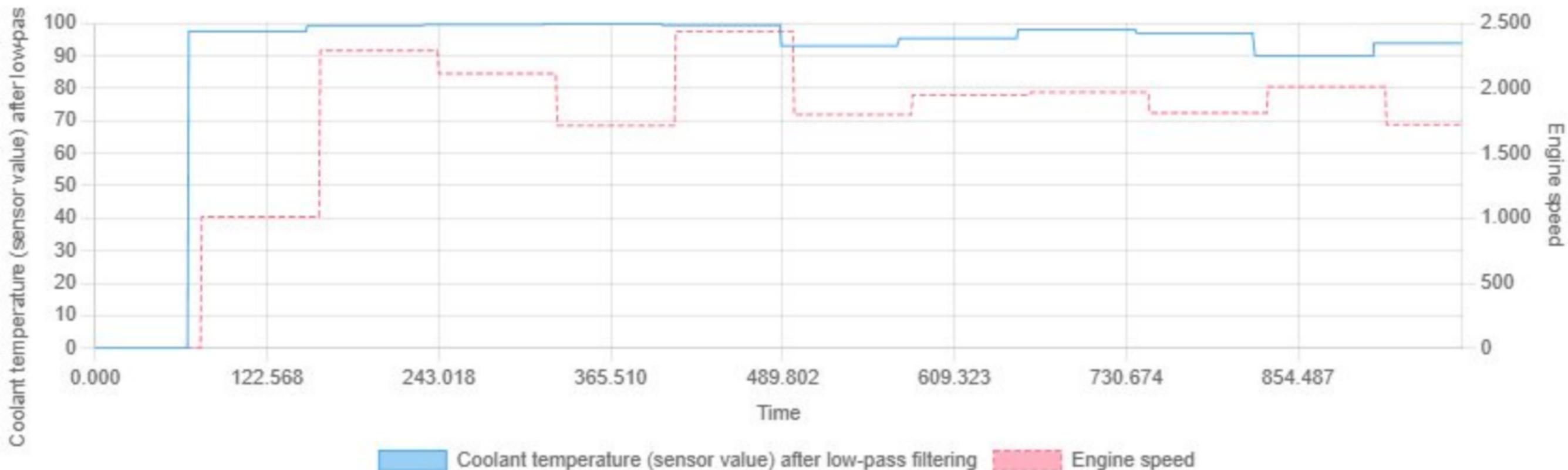
Min: 0.00 | Max: 66.00 | Avg: 60.28

Coolant temperature vs Engine speed



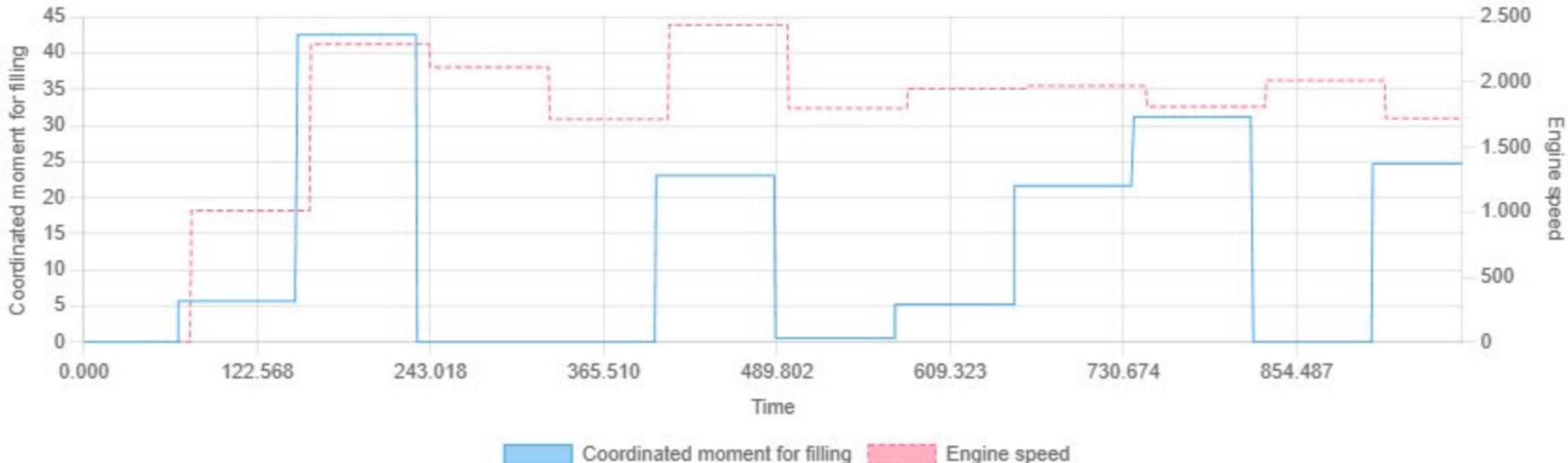
Min: 0.00 | Max: 99.86 | Avg: 90.13

Coolant temperature (sensor value) after low-pass filtering vs Engine speed



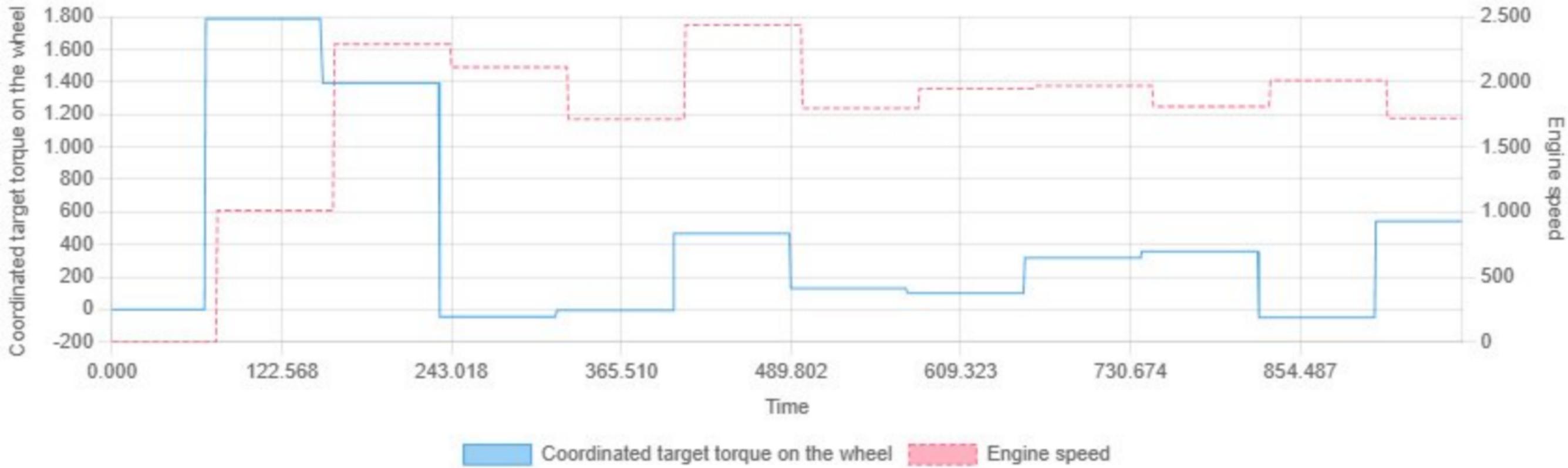
Min: 0.00 | Max: 99.86 | Avg: 90.11

Coordinated moment for filling vs Engine speed



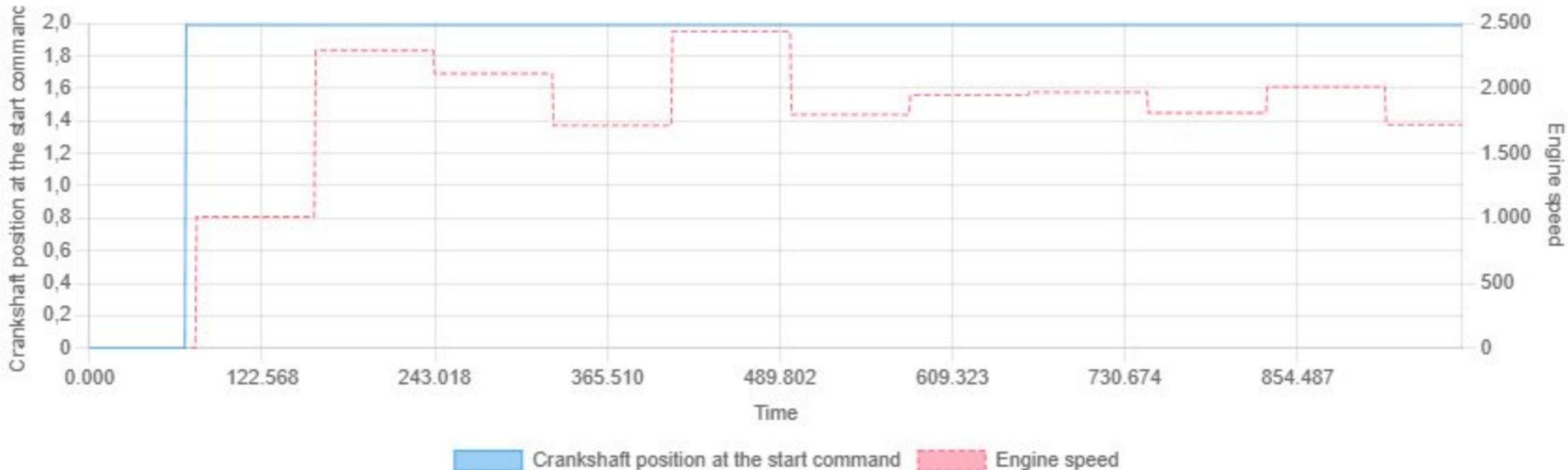
Min: 0.00 | Max: 42.53 | Avg: 12.87

Coordinated target torque on the wheel vs Engine speed



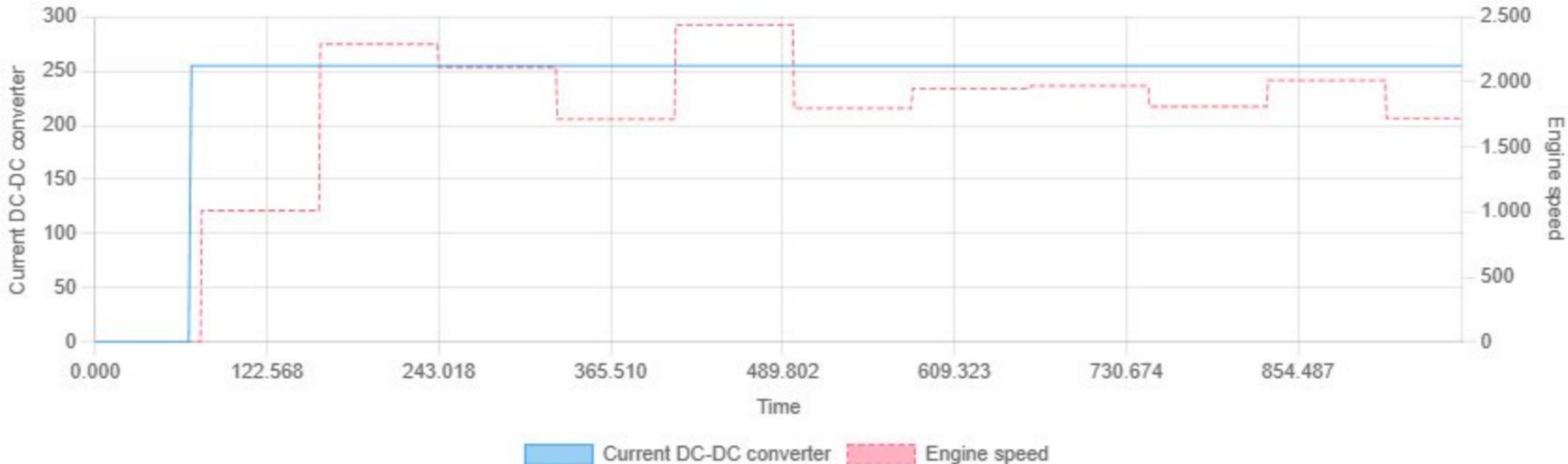
Min: -50.00 | Max: 1789.00 | Avg: 421.34

Crankshaft position at the start command vs Engine speed



Min: 0.00 | Max: 1.99 | Avg: 1.85

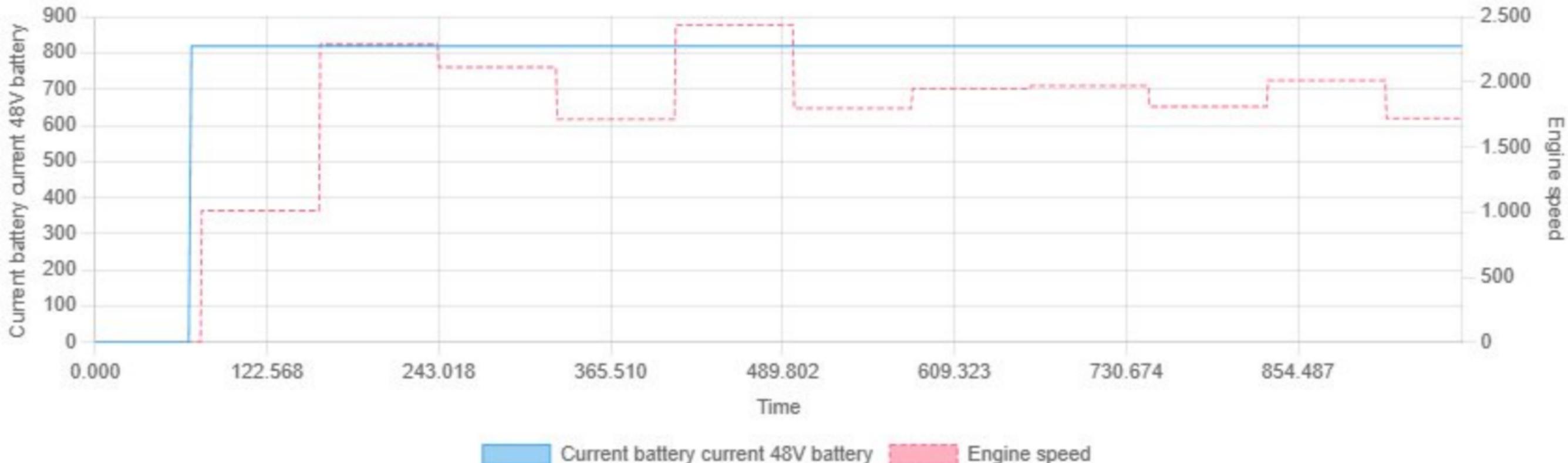
Current DC-DC converter vs Engine speed



Current DC-DC converter Engine speed

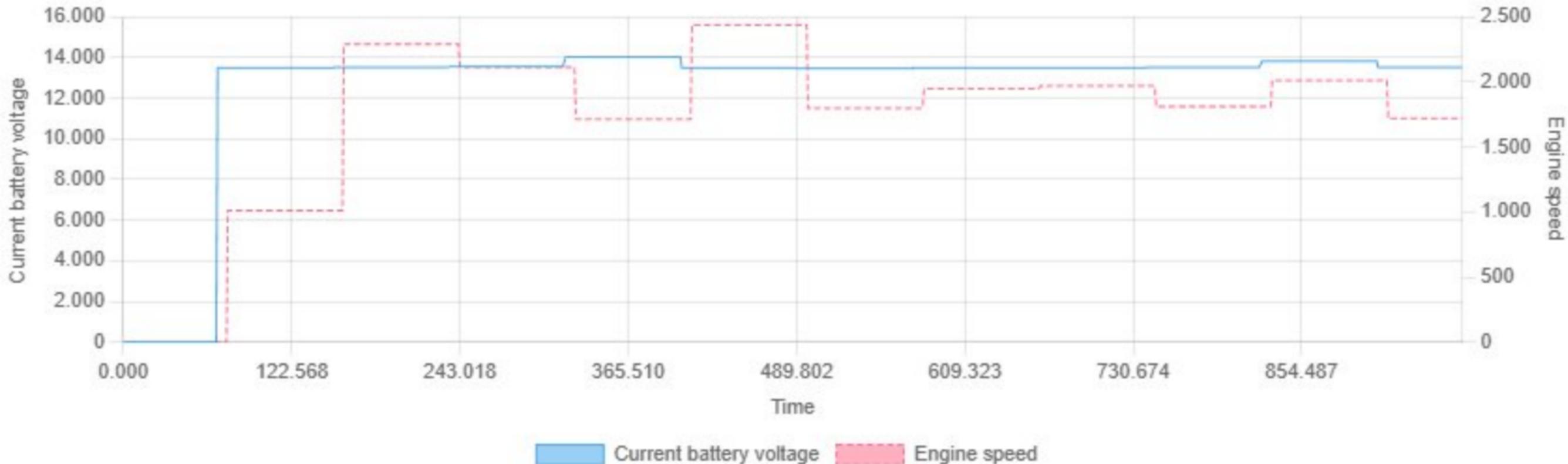
Min: 0.00 | Max: 255.00 | Avg: 237.19

Current battery current 48V battery vs Engine speed

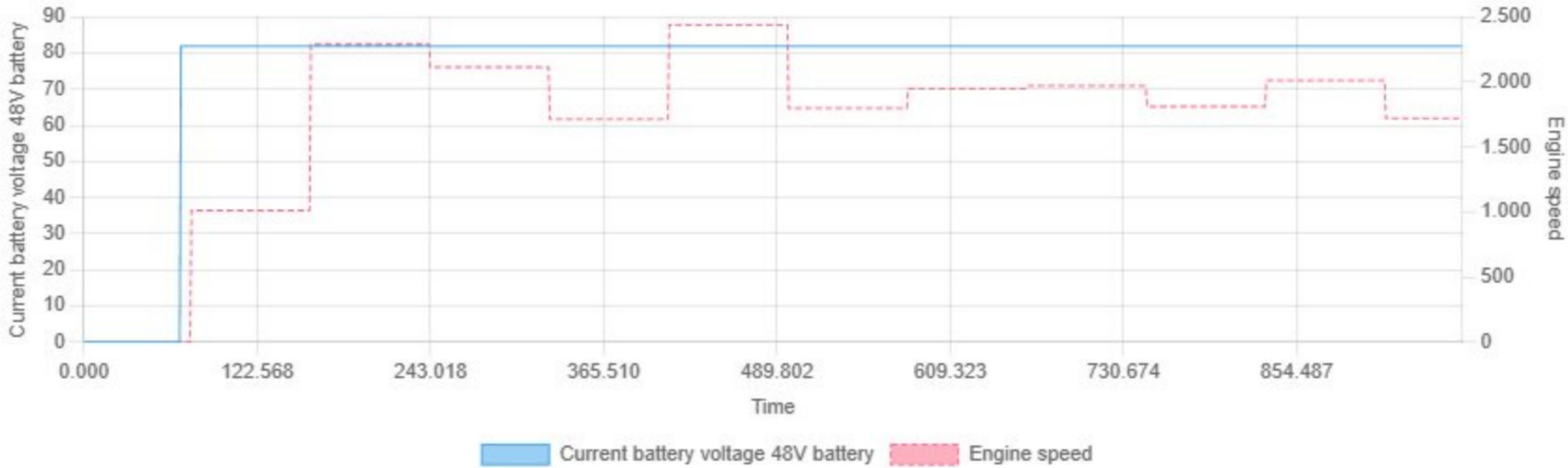


Min: 0.00 | Max: 819.22 | Avg: 761.85

Current battery voltage vs Engine speed

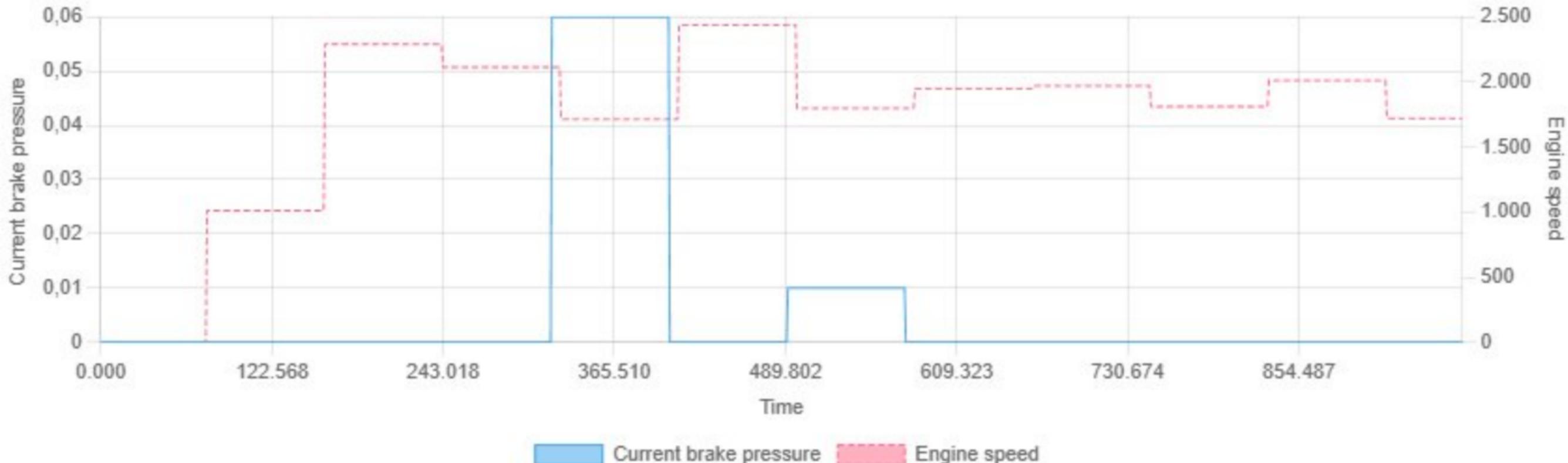


Current battery voltage 48V battery vs Engine speed



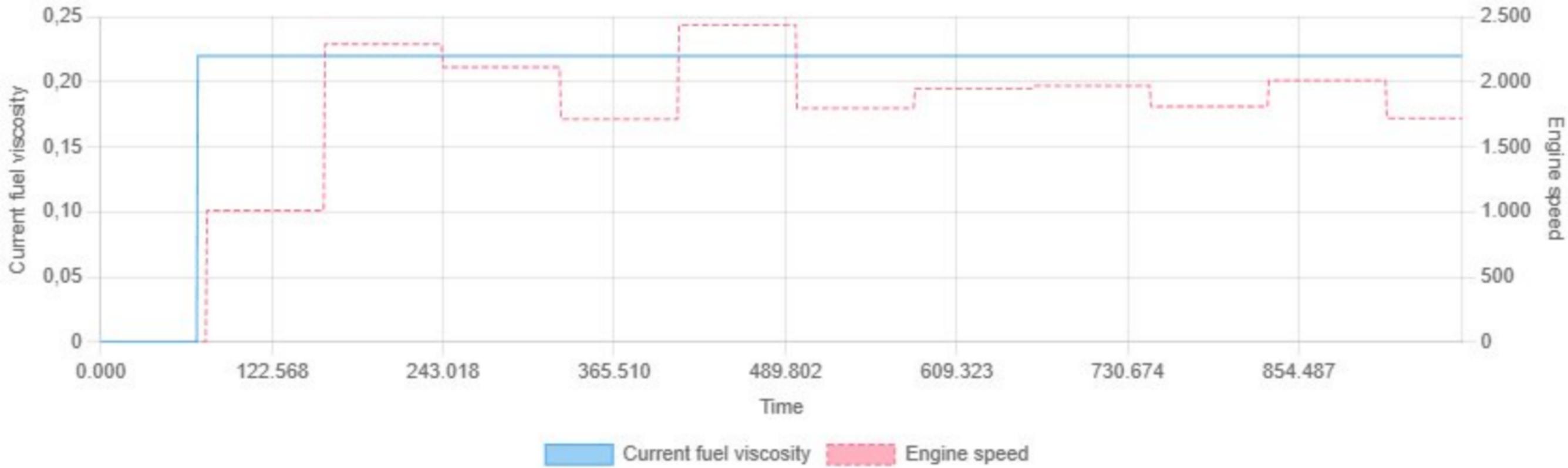
Min: 0.00 | Max: 81.90 | Avg: 76.13

Current brake pressure vs Engine speed

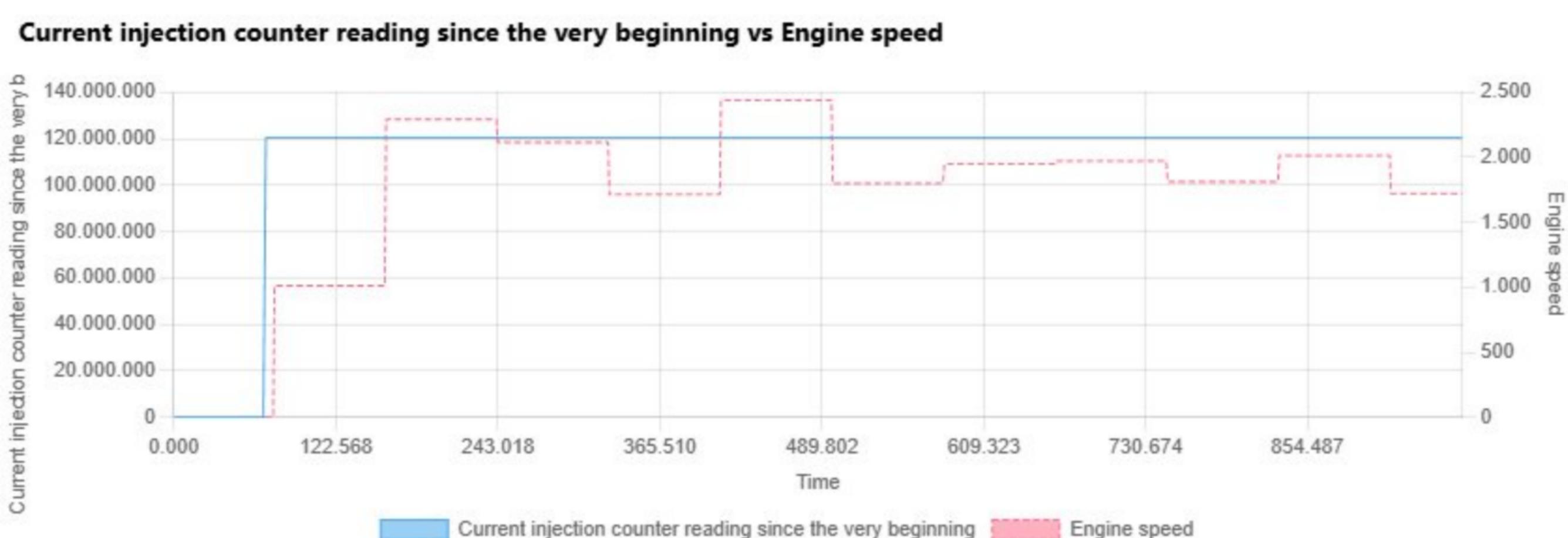


Min: 0.00 | Max: 0.06 | Avg: 0.01

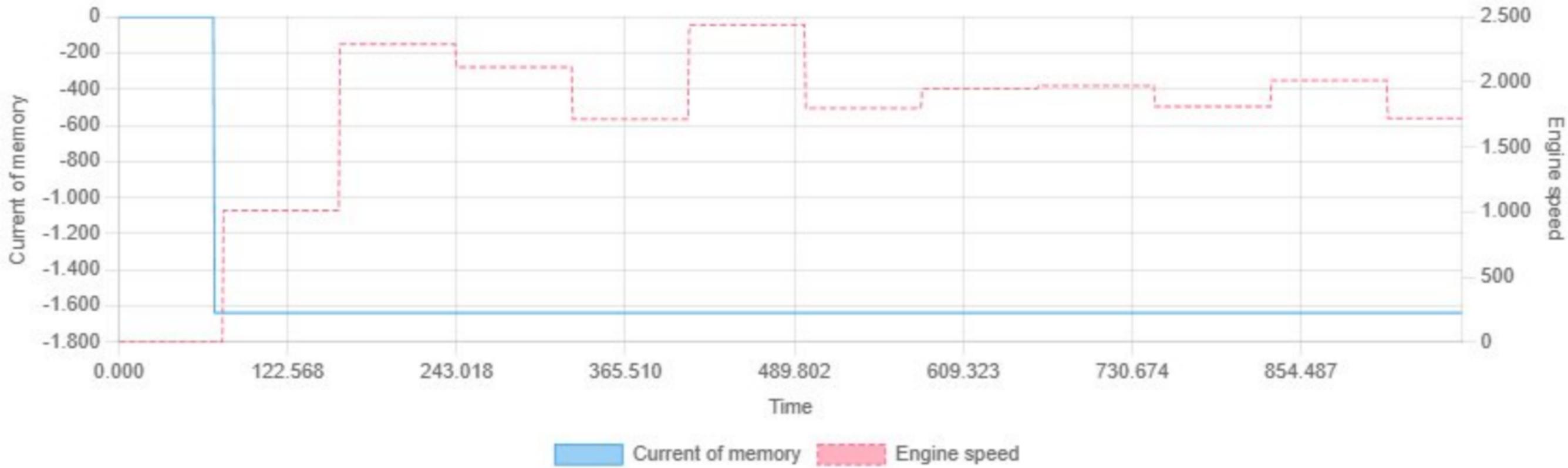
Current fuel viscosity vs Engine speed



Min: 0.00 | Max: 0.22 | Avg: 0.20

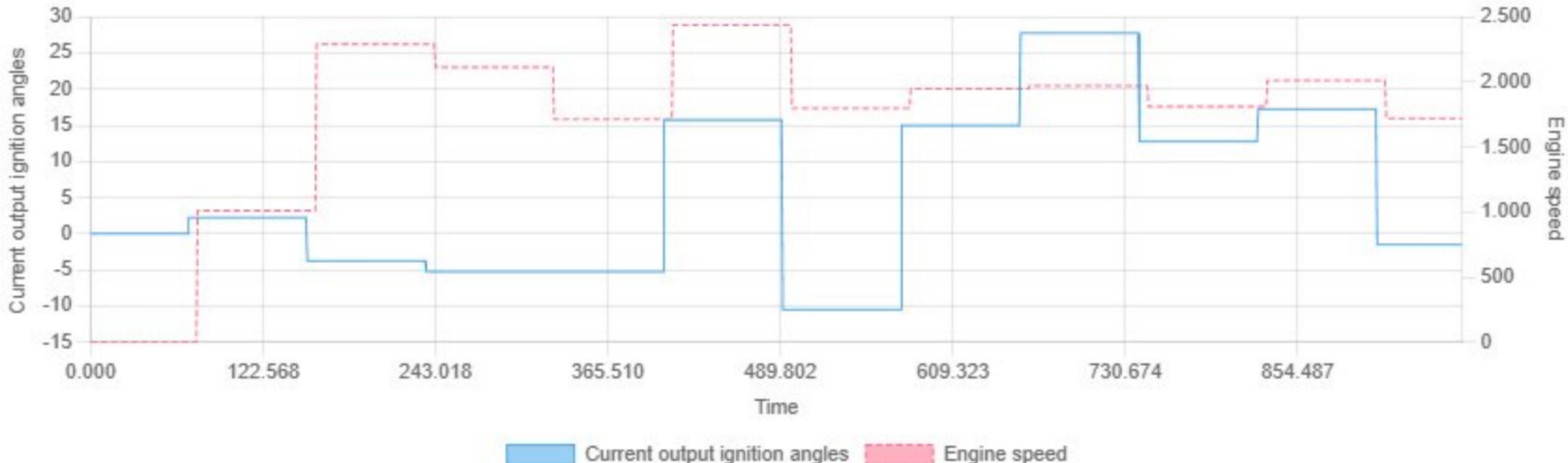


Current of memory vs Engine speed



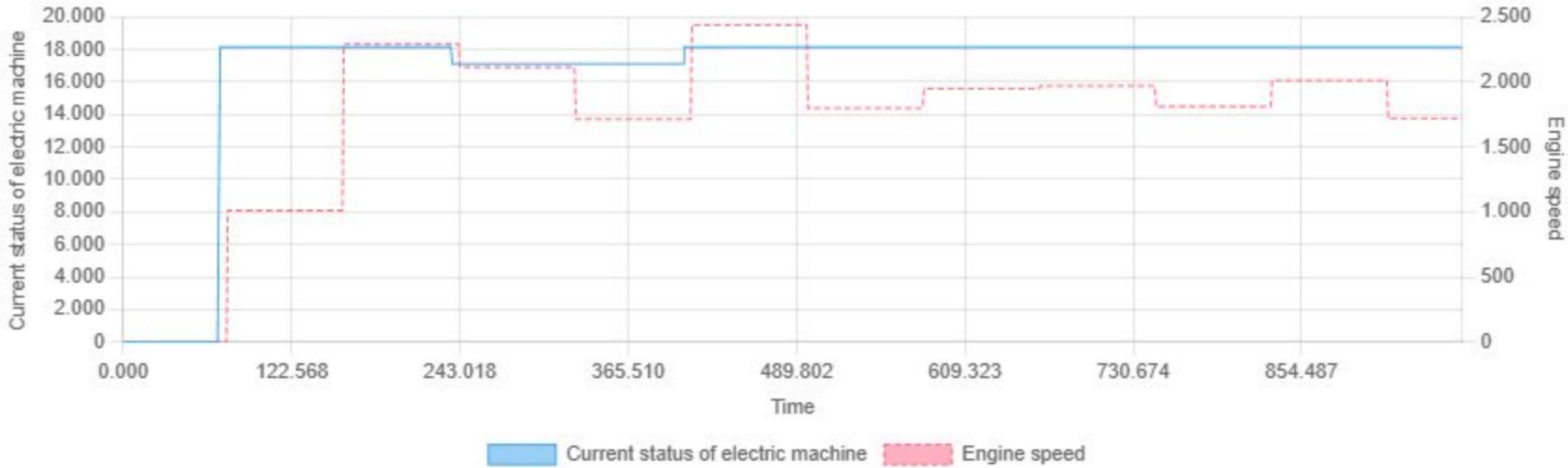
Min: -1638.35 | Max: 0.00 | Avg: -1521.75

Current output ignition angles vs Engine speed



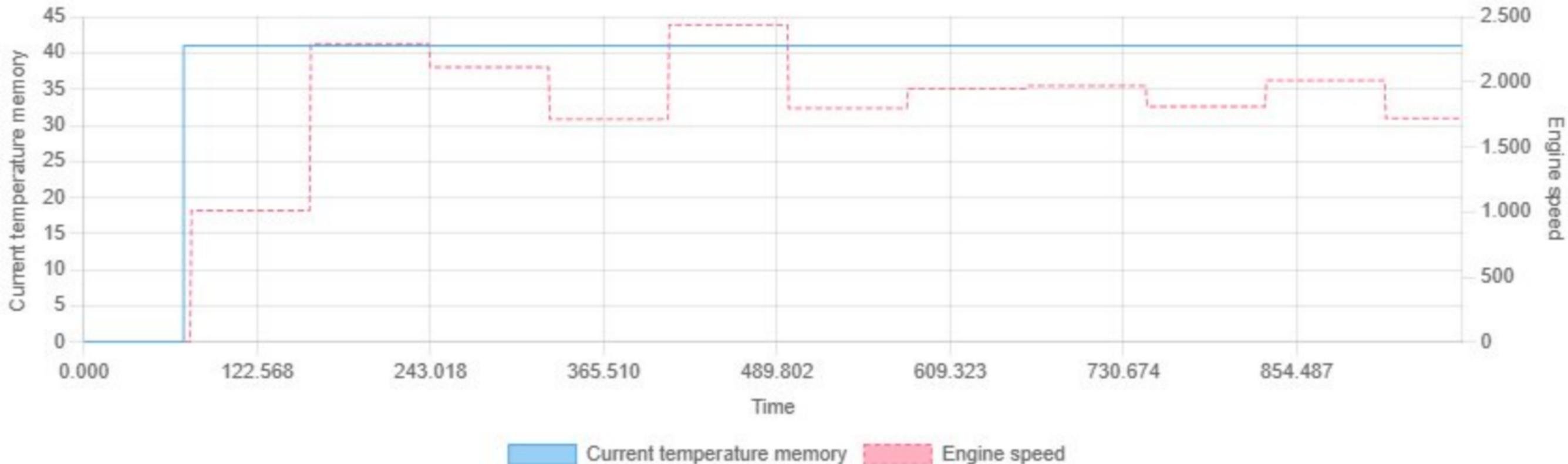
Min: -10.50 | Max: 27.75 | Avg: 5.62

Current status of electric machine vs Engine speed



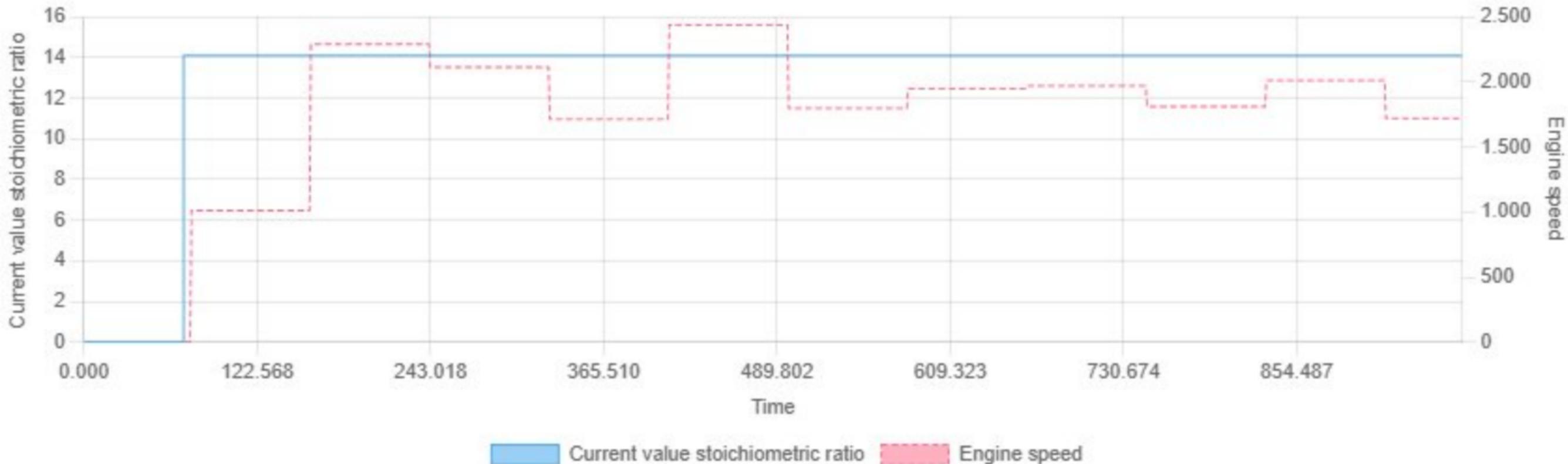
Min: 0.00 | Max: 18147.00 | Avg: 16671.24

Current temperature memory vs Engine speed



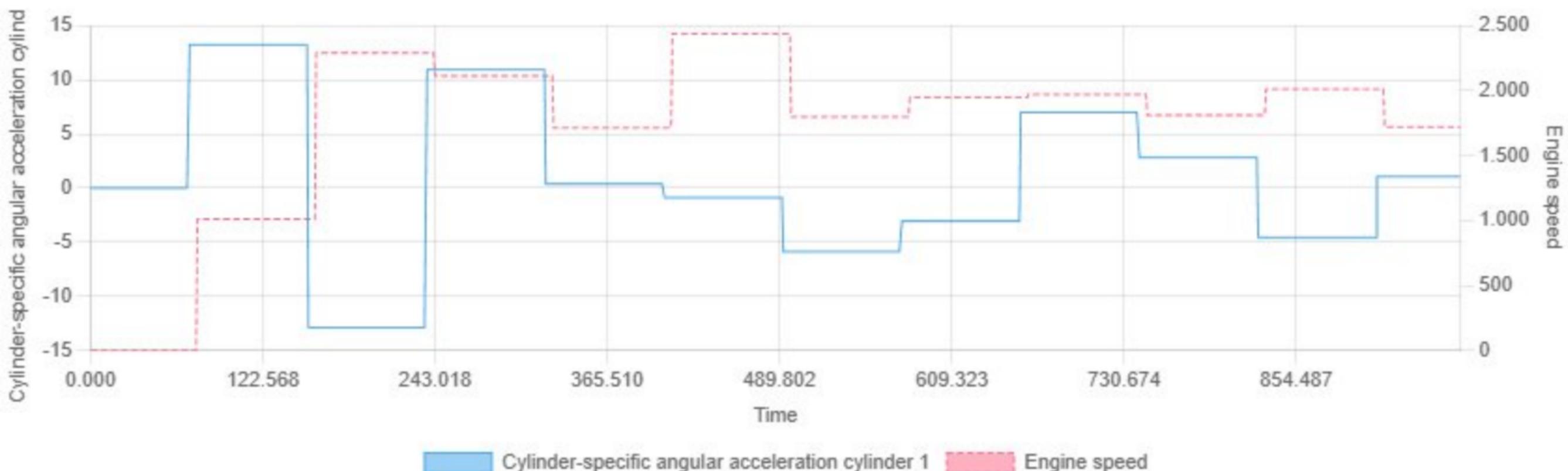
Min: 0.00 | Max: 41.00 | Avg: 38.06

Current value stoichiometric ratio vs Engine speed



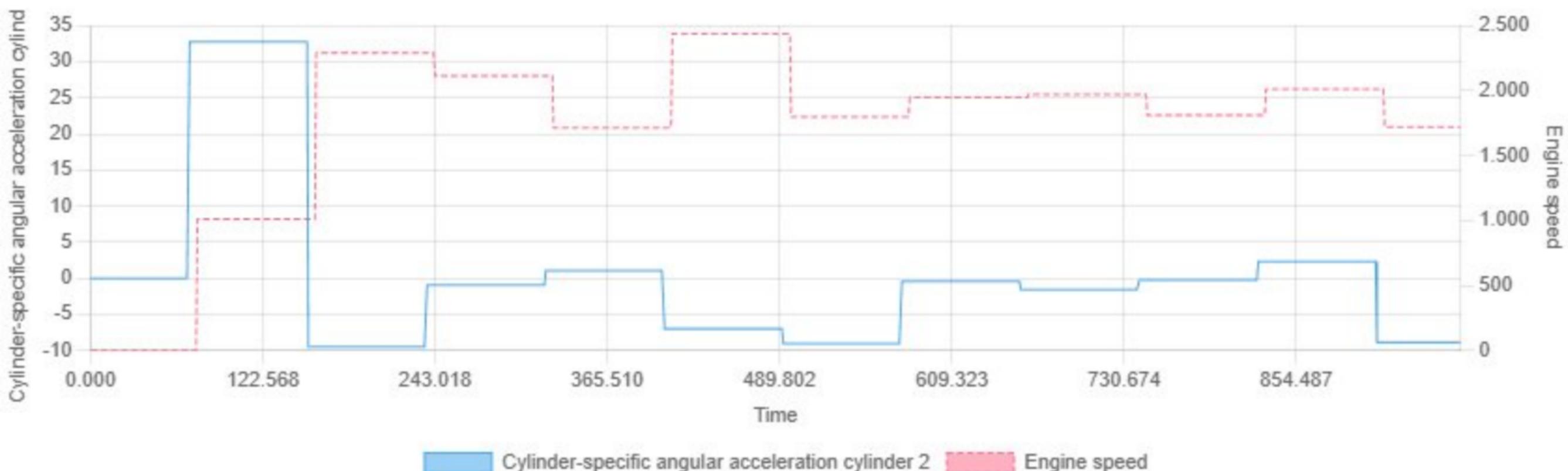
Min: 0.00 | Max: 14.10 | Avg: 13.09

Cylinder-specific angular acceleration cylinder 1 vs Engine speed



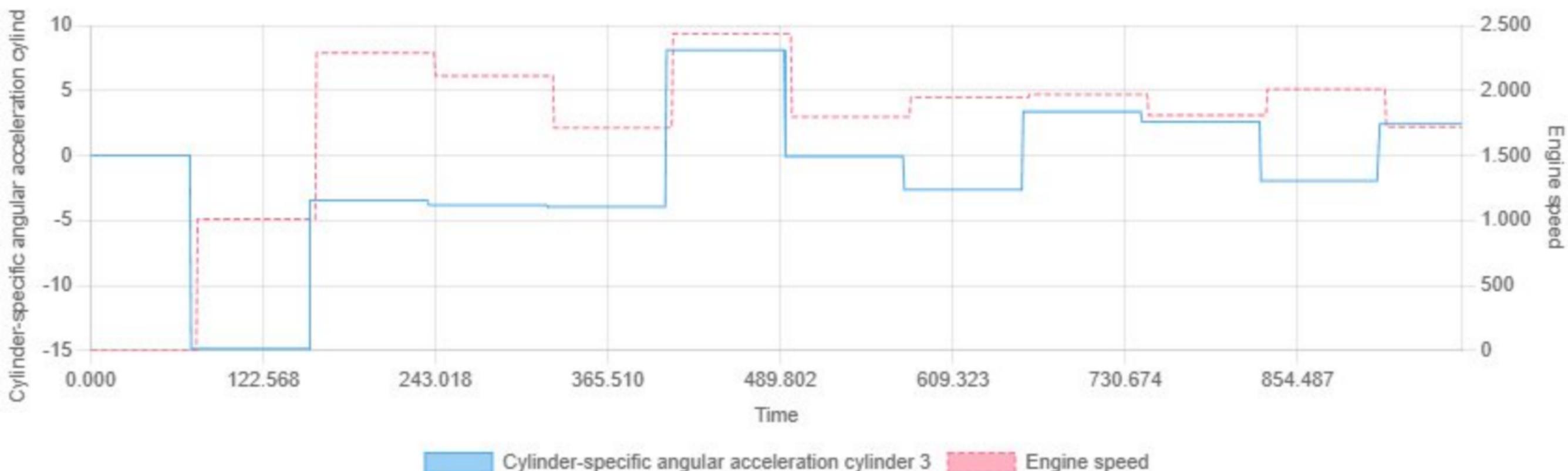
Min: -12.88 | Max: 13.25 | Avg: 0.68

Cylinder-specific angular acceleration cylinder 2 vs Engine speed



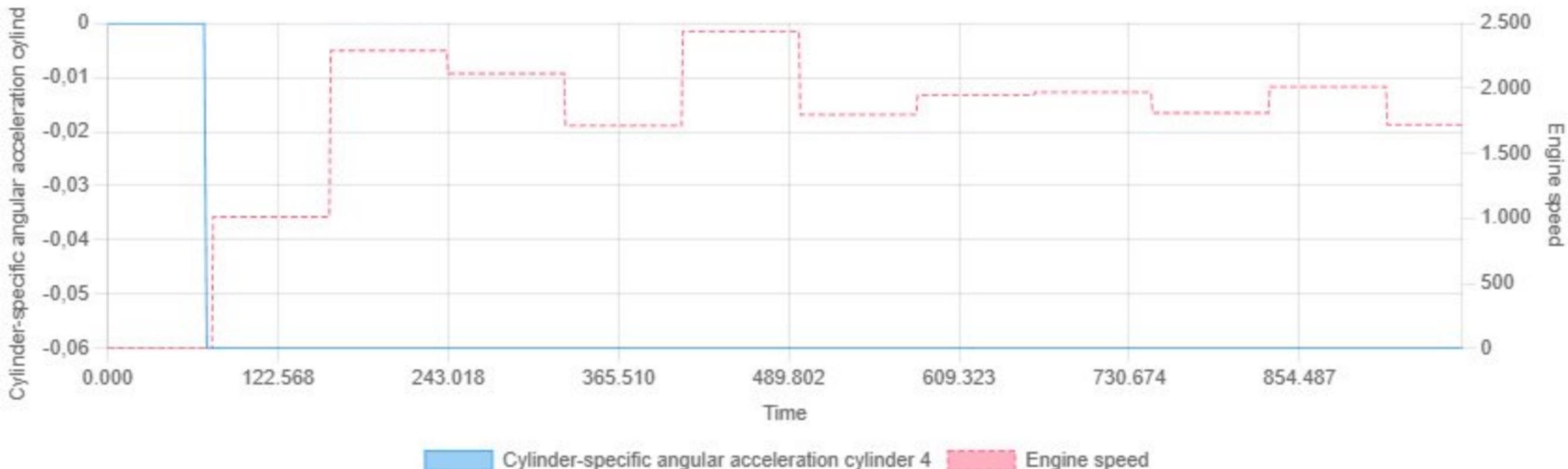
Min: -9.50 | Max: 32.75 | Avg: 0.09

Cylinder-specific angular acceleration cylinder 3 vs Engine speed



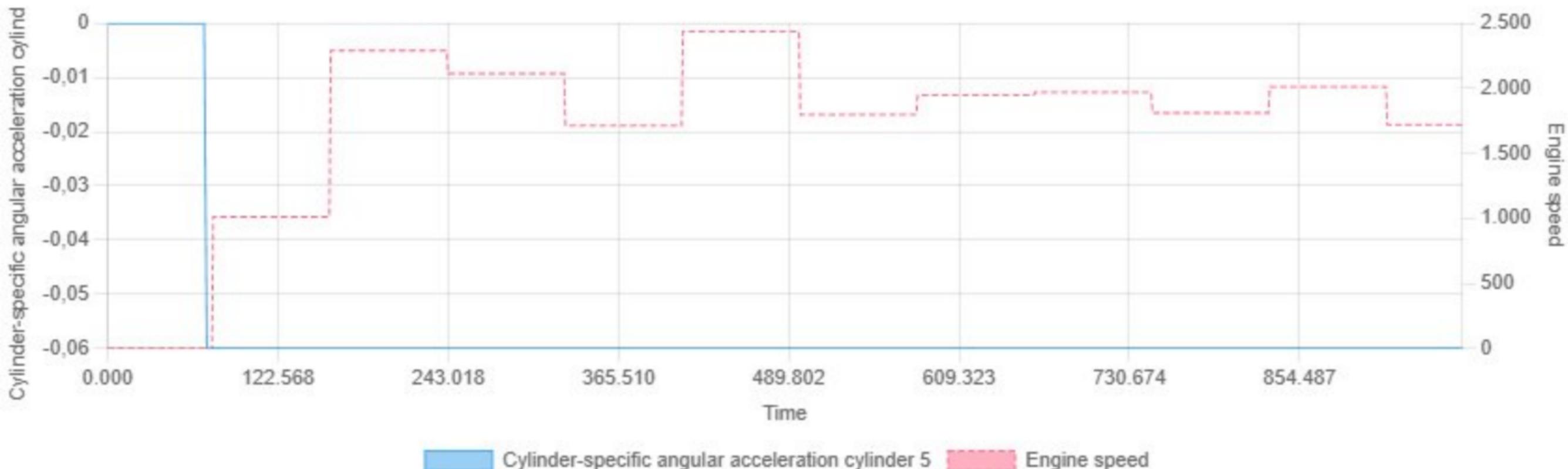
Min: -14.88 | Max: 8.12 | Avg: -1.28

Cylinder-specific angular acceleration cylinder 4 vs Engine speed



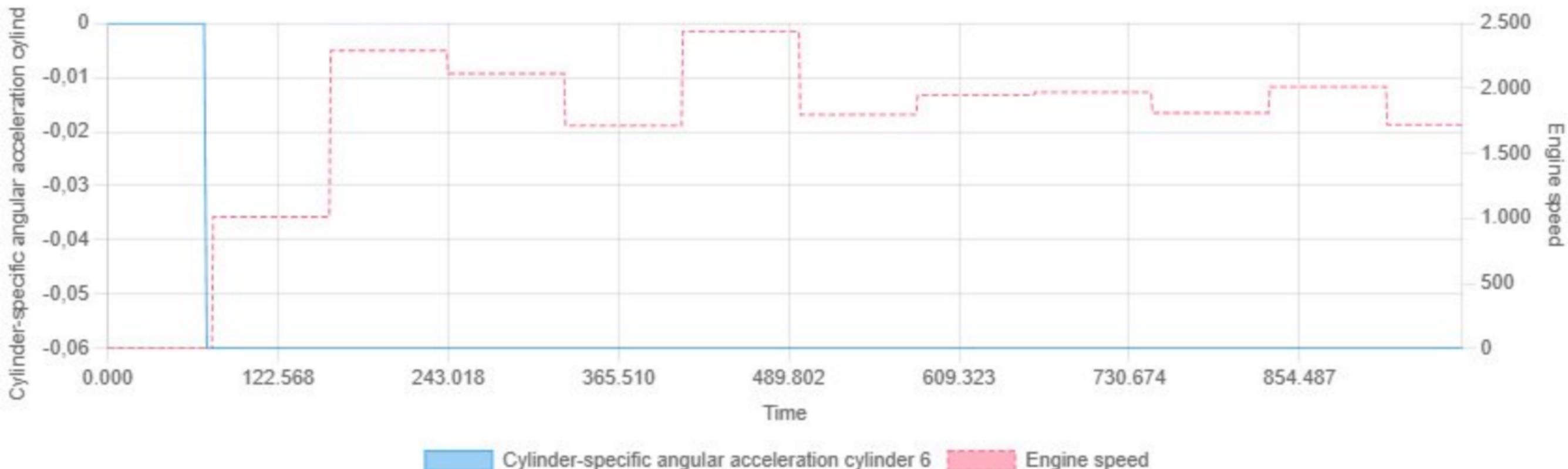
Min: -0.06 | Max: 0.00 | Avg: -0.06

Cylinder-specific angular acceleration cylinder 5 vs Engine speed



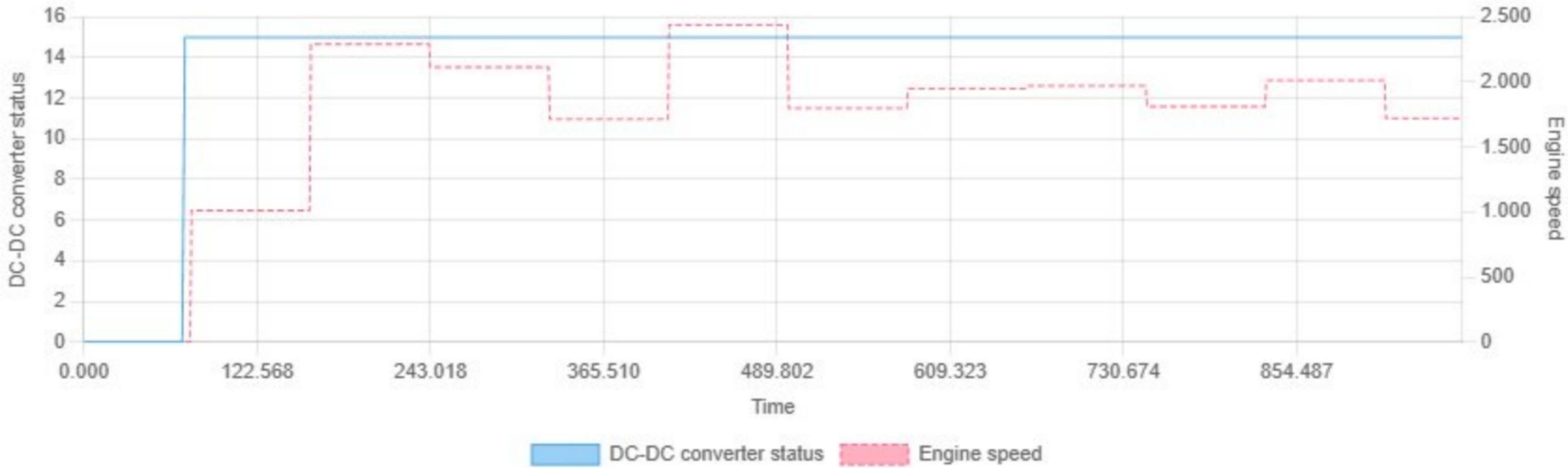
Min: -0.06 | Max: 0.00 | Avg: -0.06

Cylinder-specific angular acceleration cylinder 6 vs Engine speed



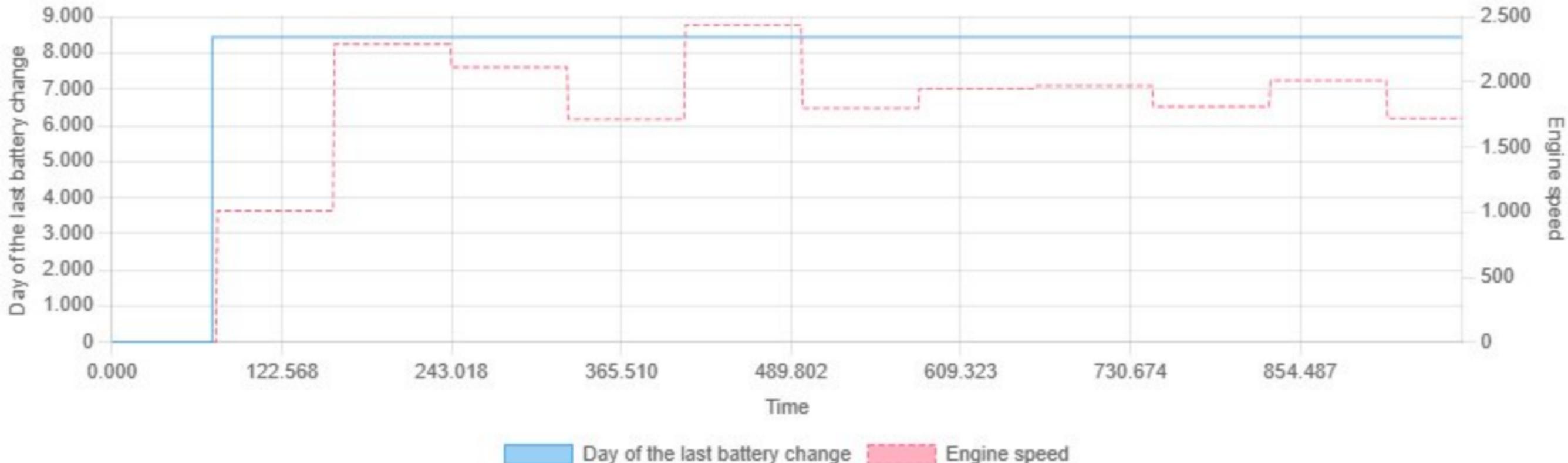
Min: -0.06 | Max: 0.00 | Avg: -0.06

DC-DC converter status vs Engine speed

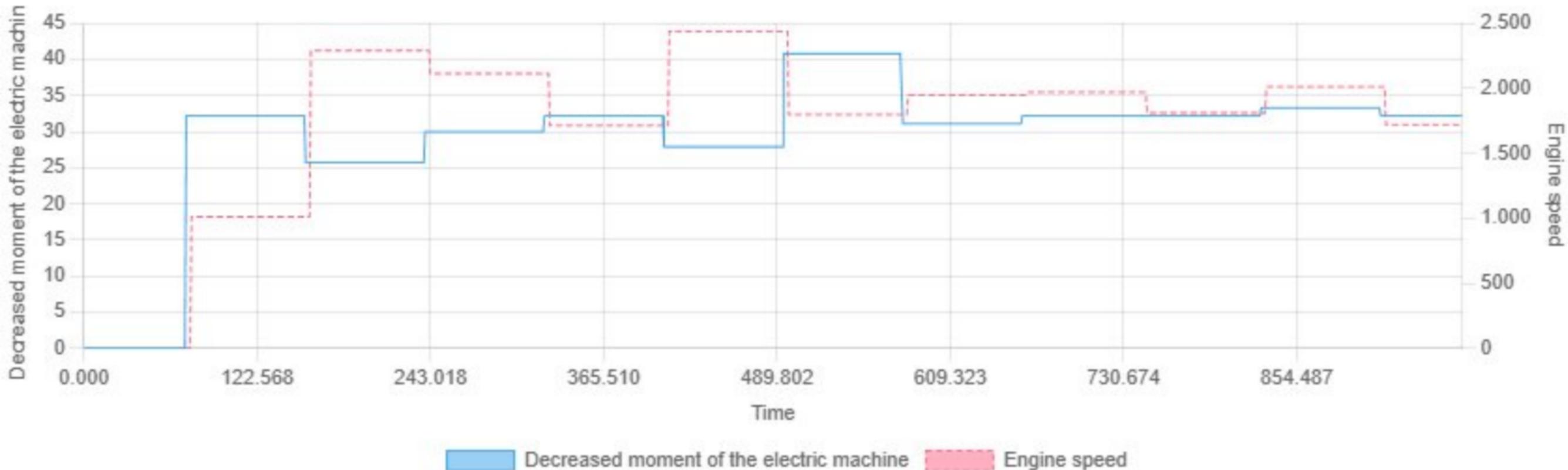


Min: 0.00 | Max: 15.00 | Avg: 13.90

Day of the last battery change vs Engine speed

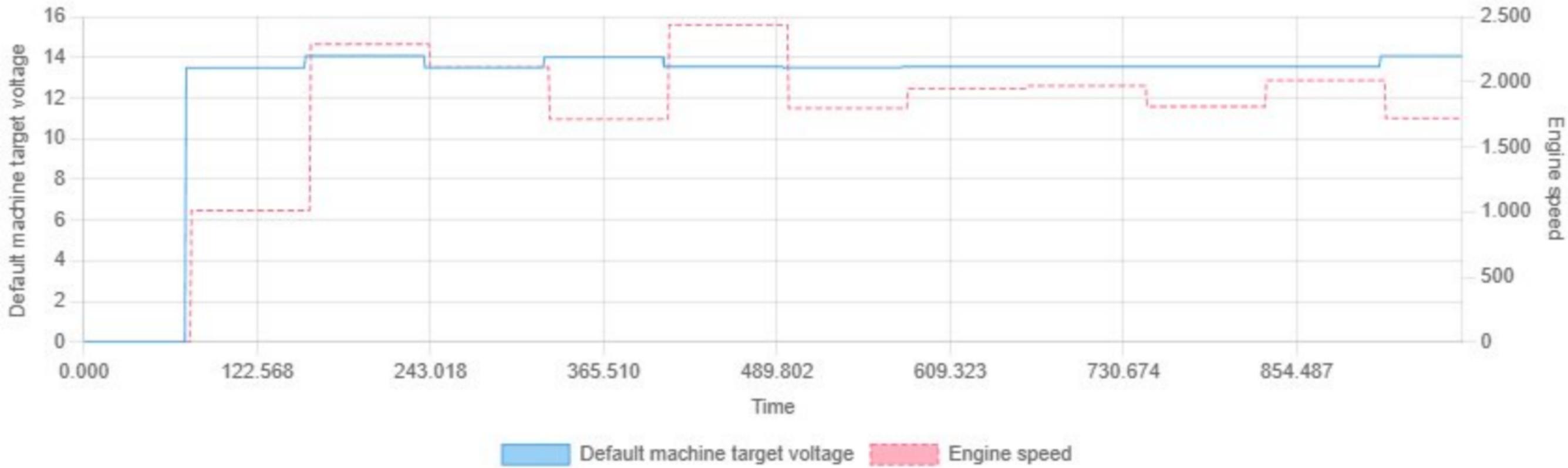


Decreased moment of the electric machine vs Engine speed

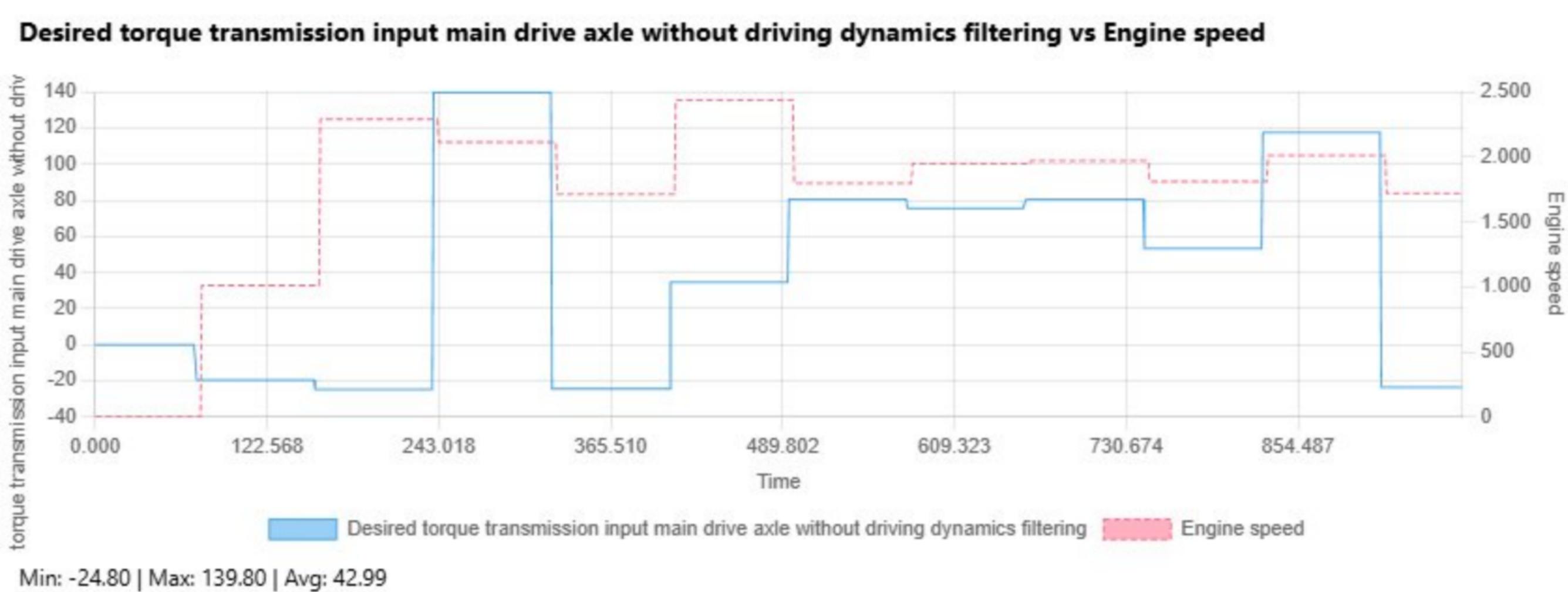


Min: 0.00 | Max: 40.80 | Avg: 29.44

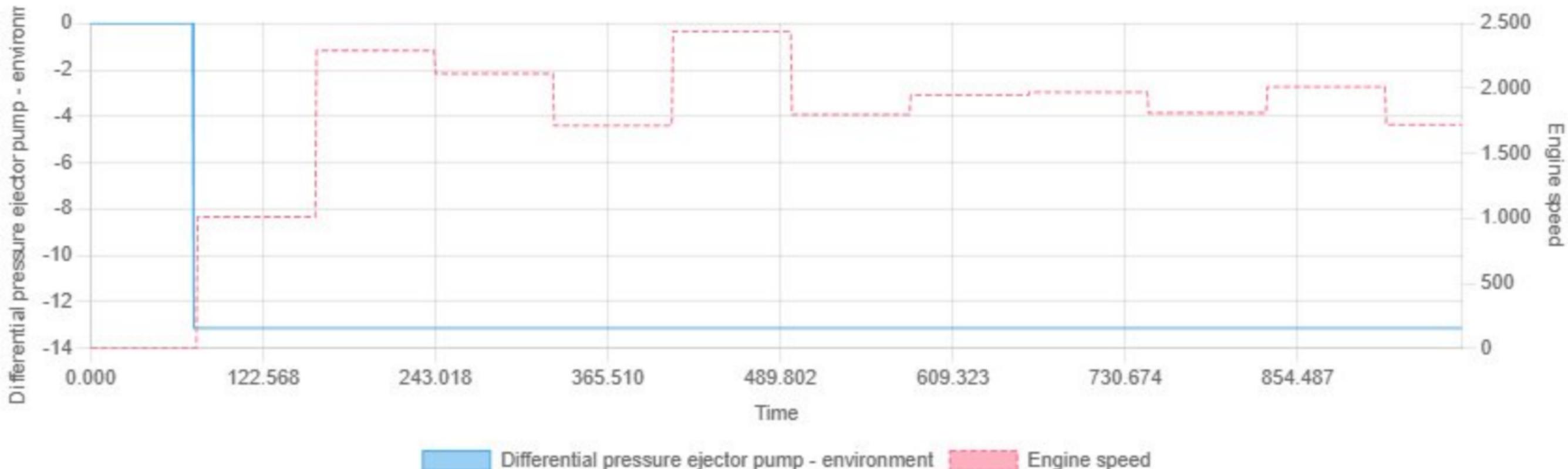
Default machine target voltage vs Engine speed



Min: 0.00 | Max: 14.08 | Avg: 12.65

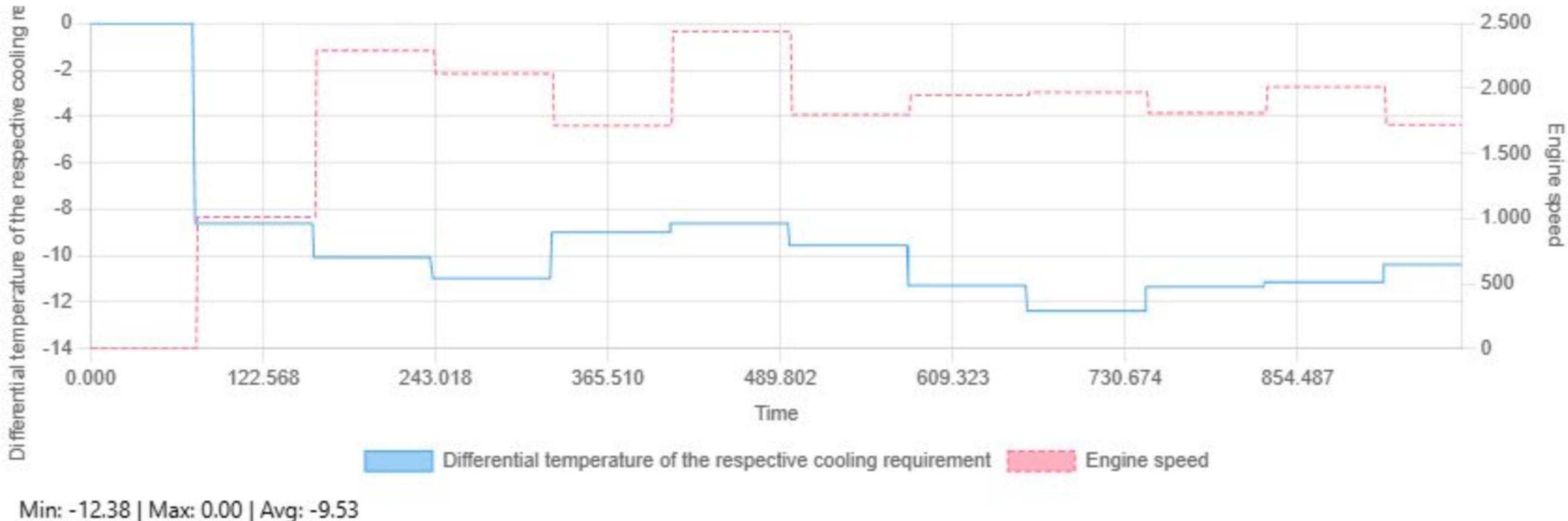


Differential pressure ejector pump - environment vs Engine speed

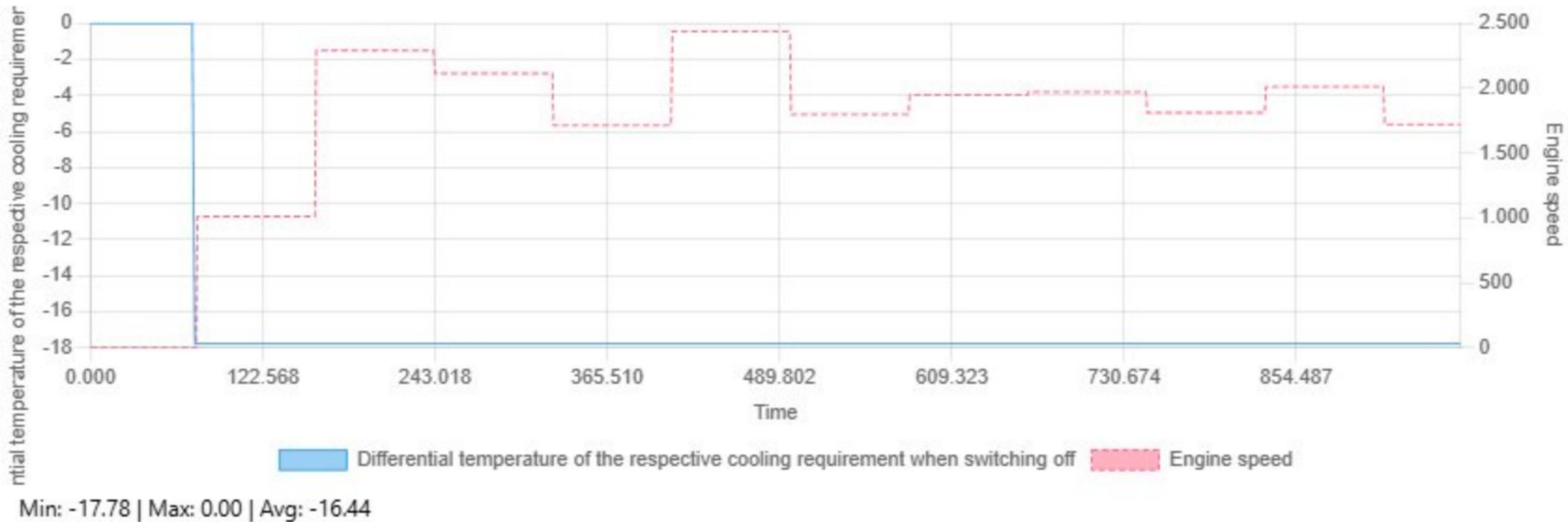


Min: -13.13 | Max: 0.00 | Avg: -12.15

Differential temperature of the respective cooling requirement vs Engine speed



Differential temperature of the respective cooling requirement when switching off vs Engine speed



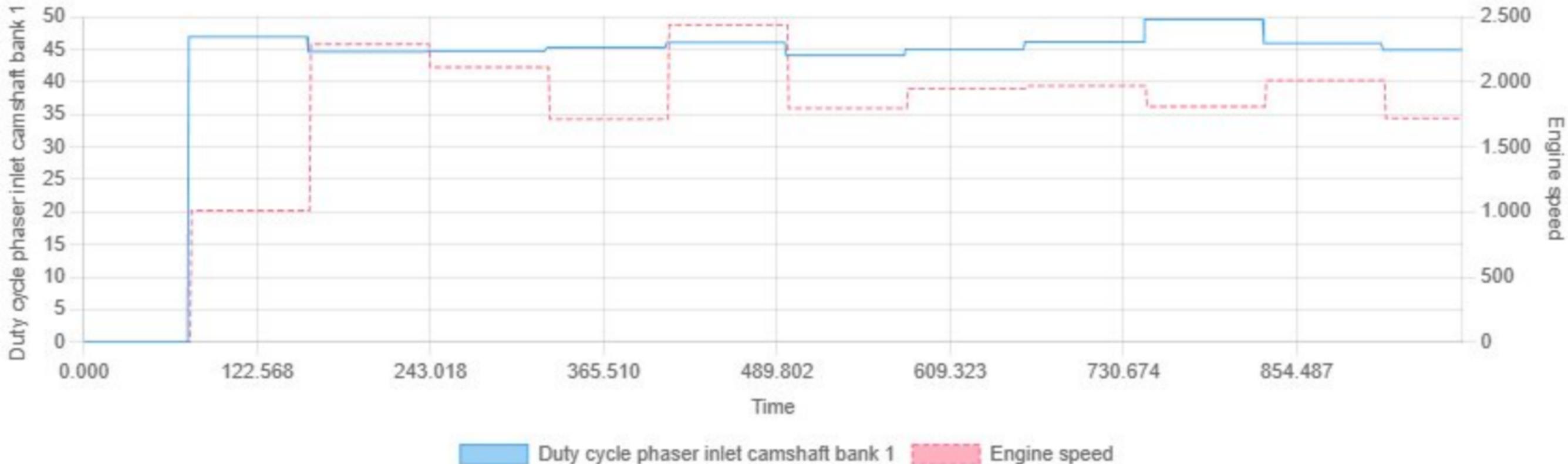
Duty cycle for lambda probe heating vs Engine speed



Duty cycle for lambda probe heating Engine speed

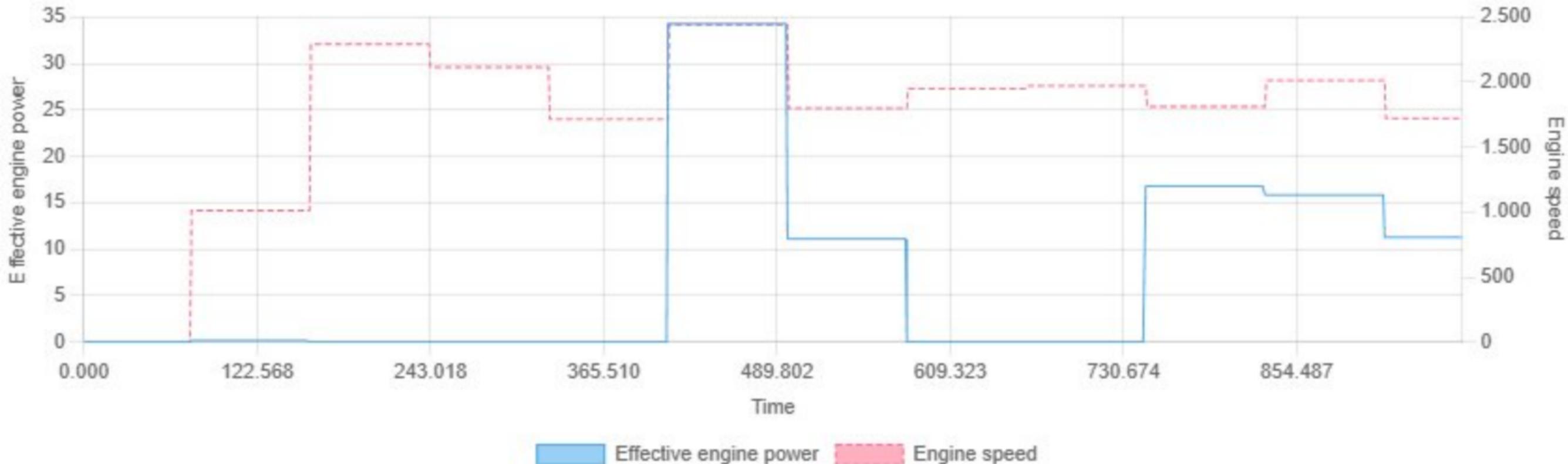
Min: 0.00 | Max: 23.13 | Avg: 19.01

Duty cycle phaser inlet camshaft bank 1 vs Engine speed



Min: 0.00 | Max: 49.62 | Avg: 42.32

Effective engine power vs Engine speed

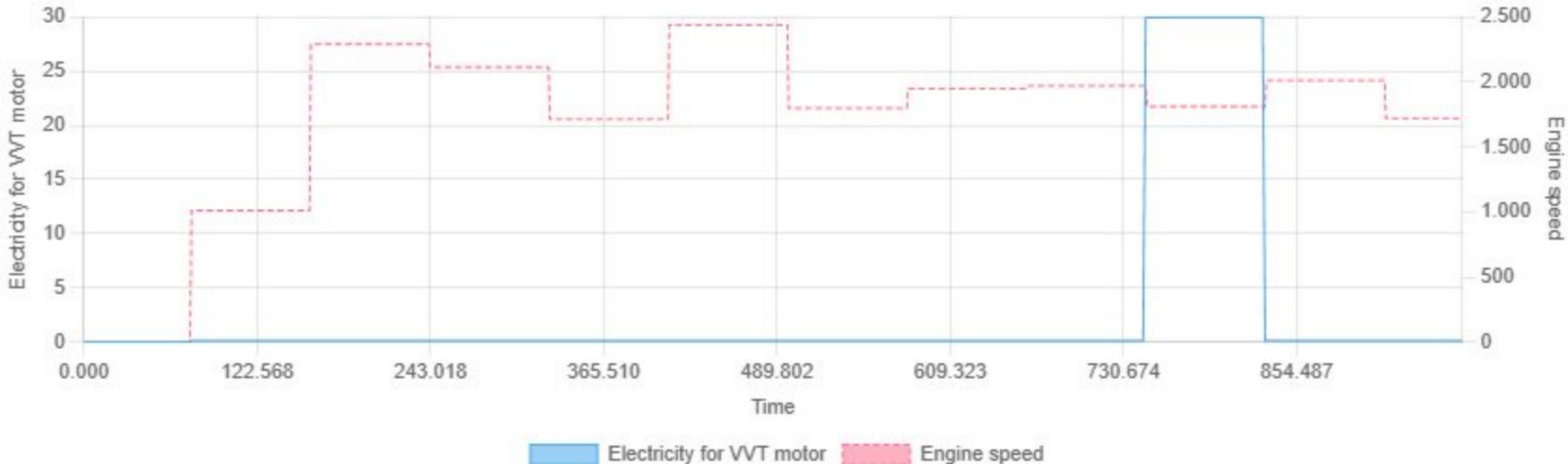


Min: 0.00 | Max: 34.27 | Avg: 7.41

Electricity additional storage vs Engine speed

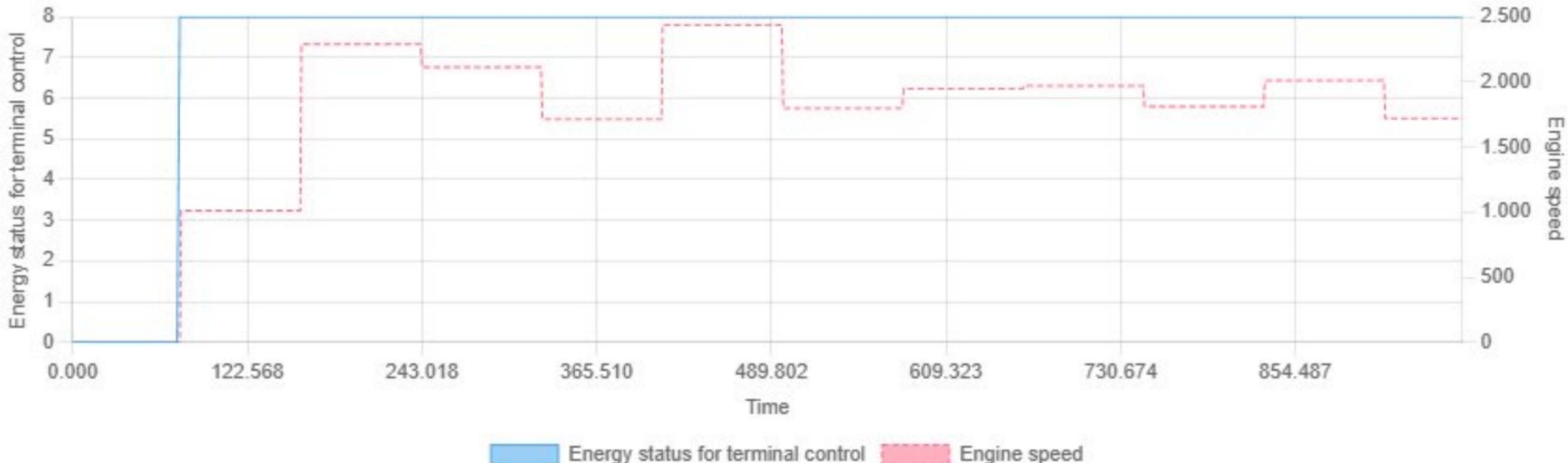


Electricity for VVT motor vs Engine speed



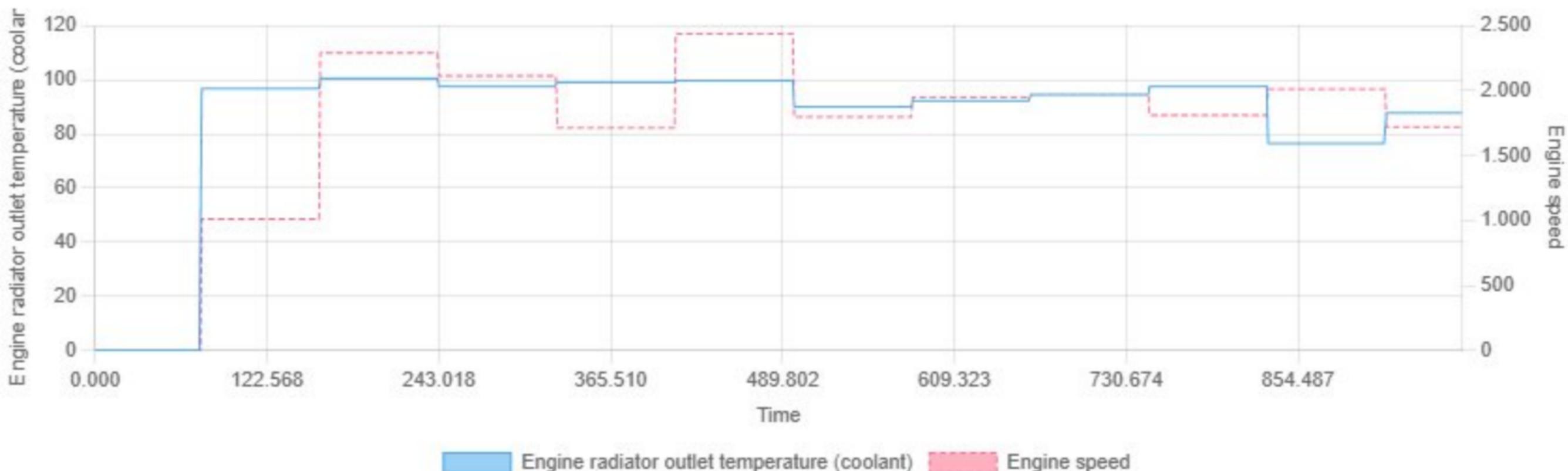
Min: 0.00 | Max: 29.94 | Avg: 2.69

Energy status for terminal control vs Engine speed



Min: 0.00 | Max: 8.00 | Avg: 7.38

Engine radiator outlet temperature (coolant) vs Engine speed



Engine radiator outlet temperature (coolant)

Engine speed

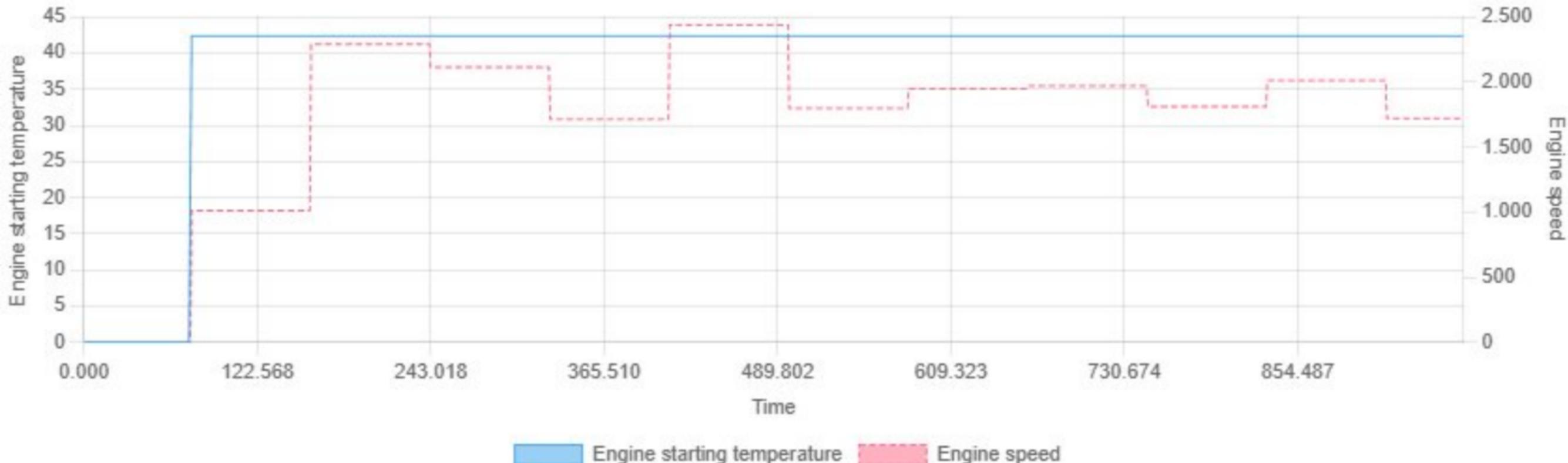
Min: 0.00 | Max: 100.50 | Avg: 86.75

Engine shut-off angle vs Engine speed

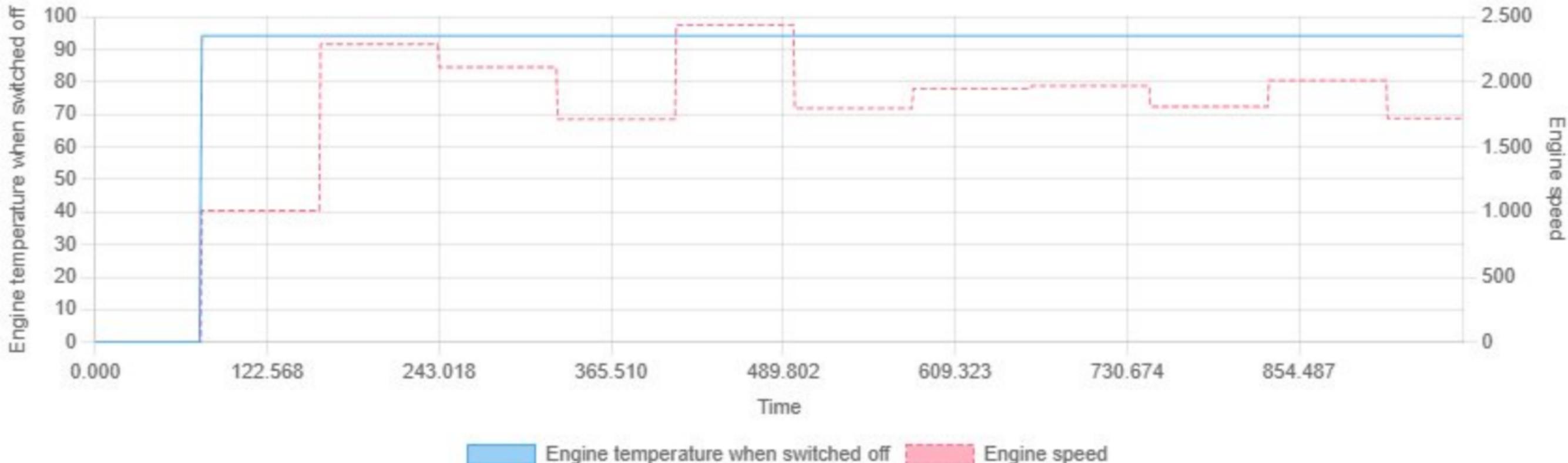


Min: 0.00 | Max: 703.50 | Avg: 649.01

Engine starting temperature vs Engine speed

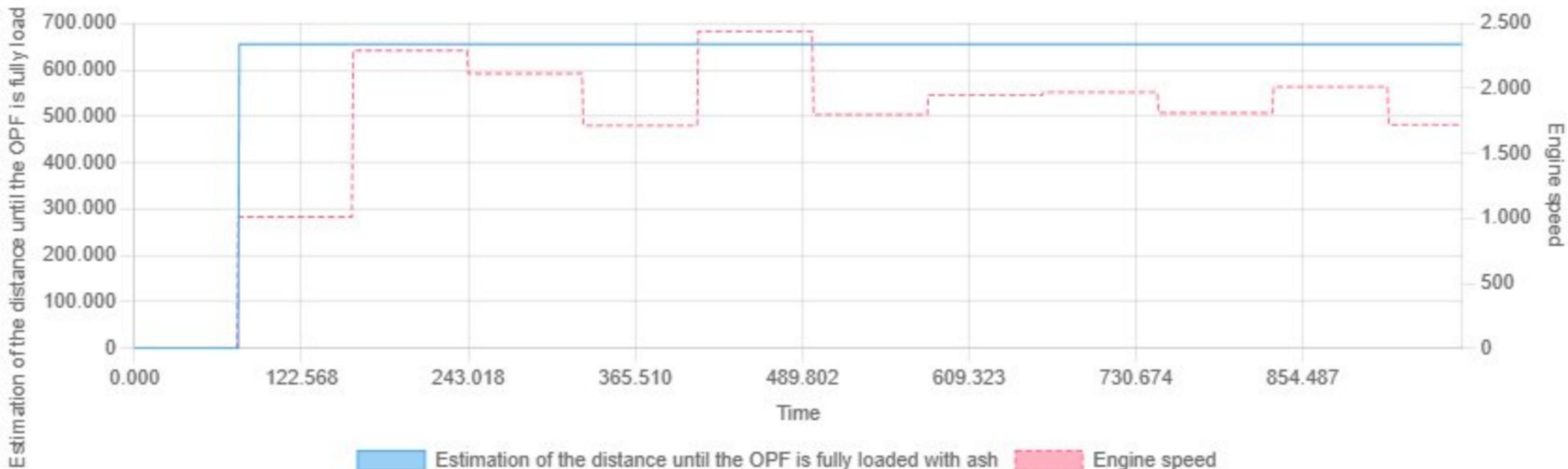


Engine temperature when switched off vs Engine speed



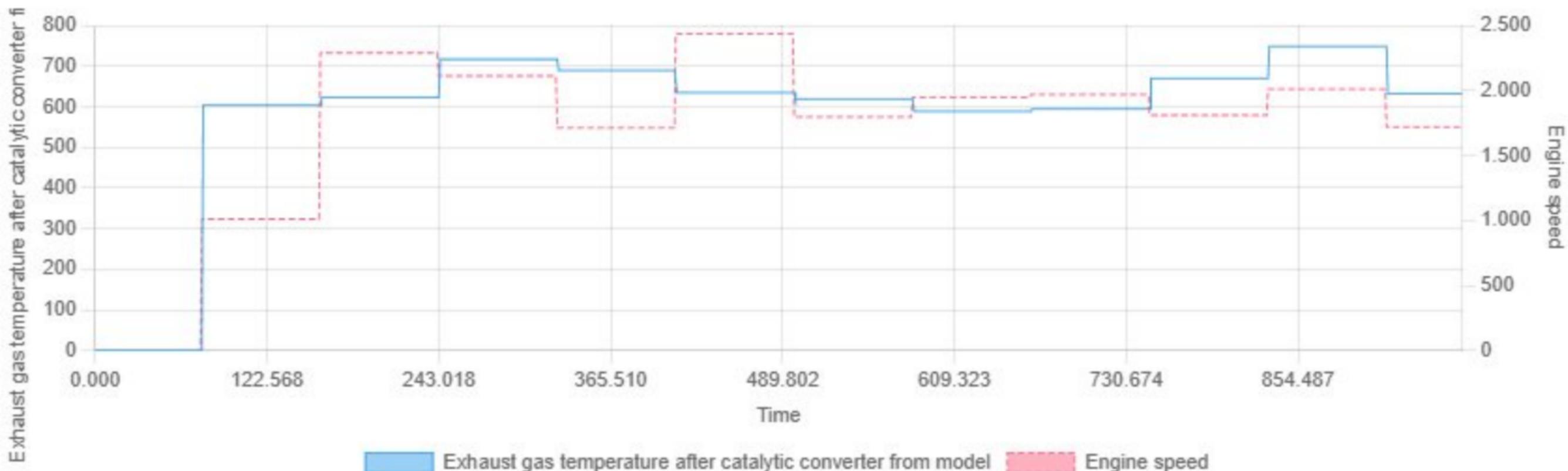
Min: 0.00 | Max: 94.26 | Avg: 86.91

Estimation of the distance until the OPF is fully loaded with ash vs Engine speed



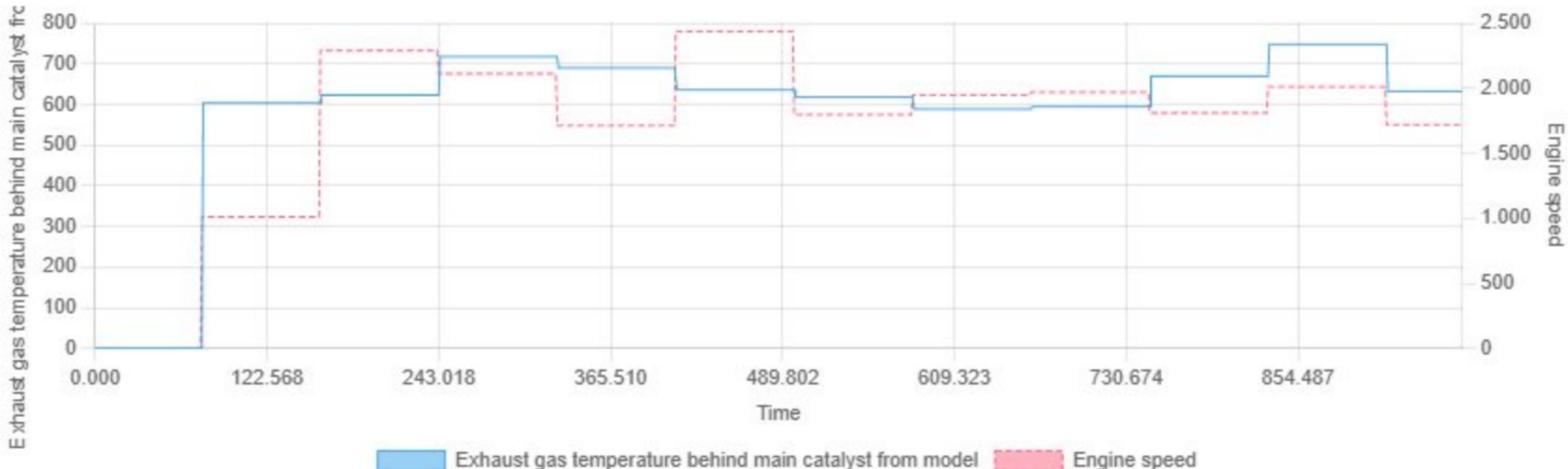
Min: 0.00 | Max: 655350.00 | Avg: 604094.27

Exhaust gas temperature after catalytic converter from model vs Engine speed



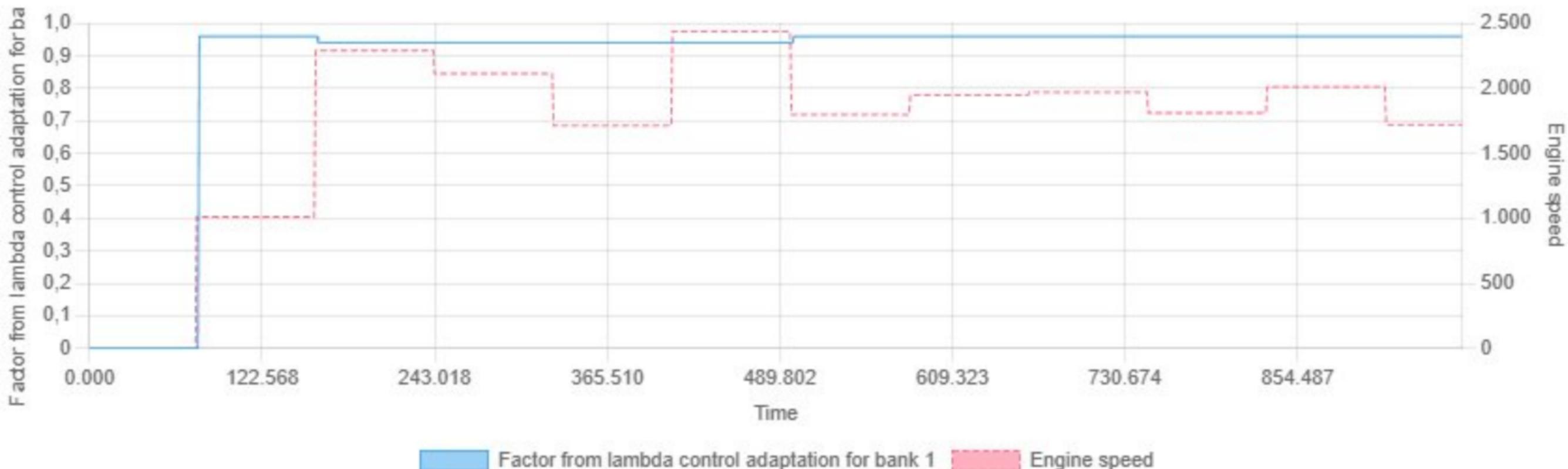
Min: 0.00 | Max: 749.26 | Avg: 597.16

Exhaust gas temperature behind main catalyst from model vs Engine speed

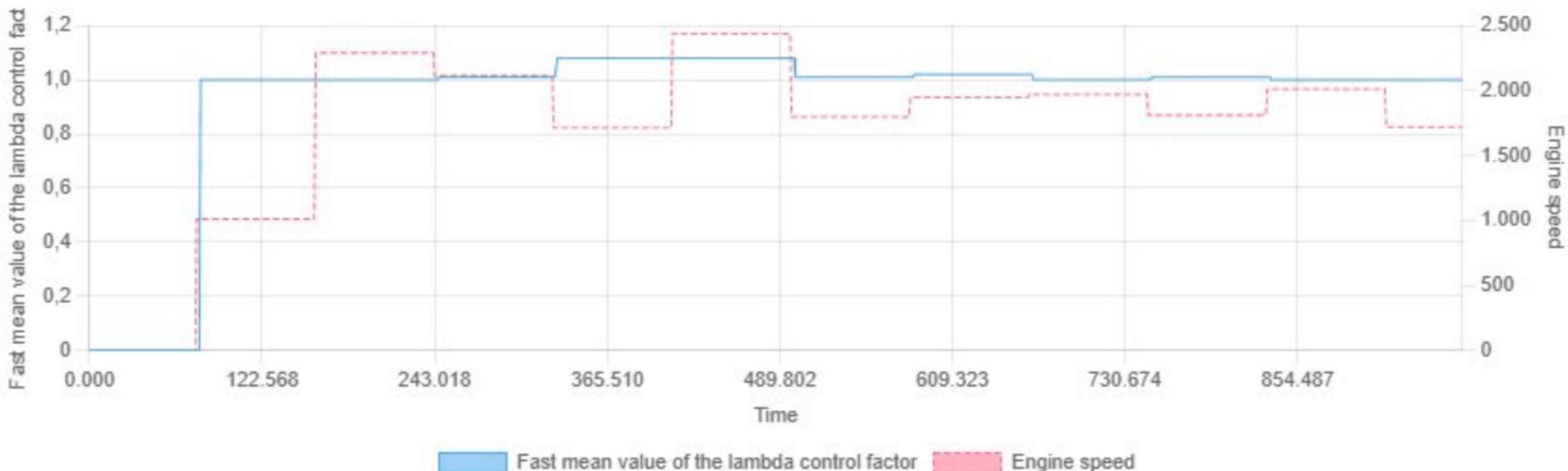


Min: 0.00 | Max: 748.86 | Avg: 597.11

Factor from lambda control adaptation for bank 1 vs Engine speed

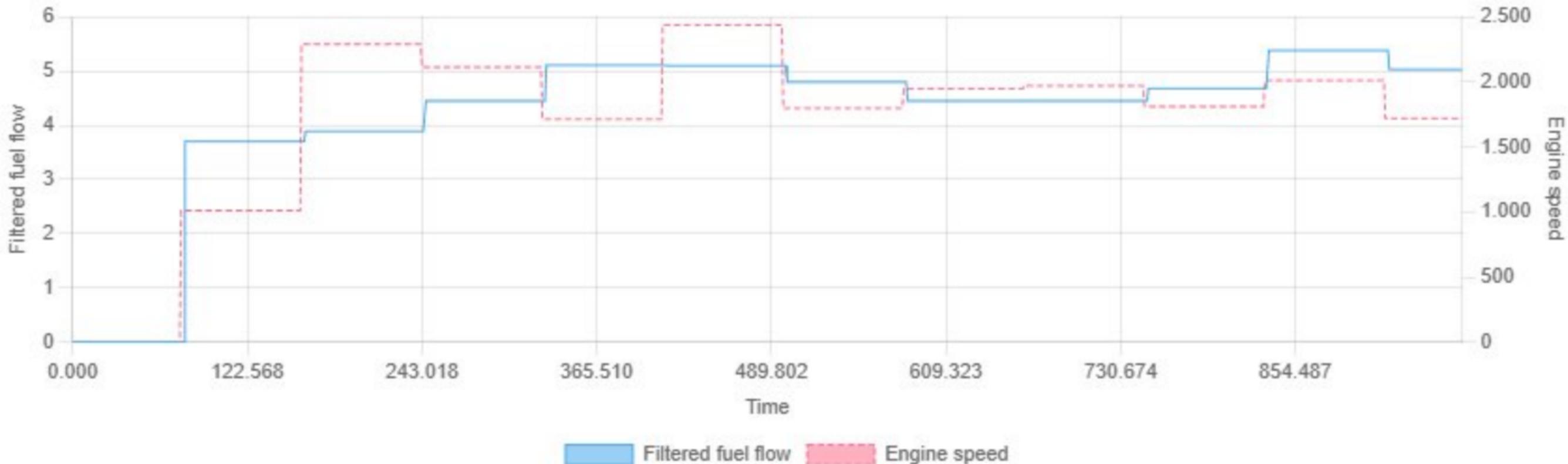


Fast mean value of the lambda control factor vs Engine speed

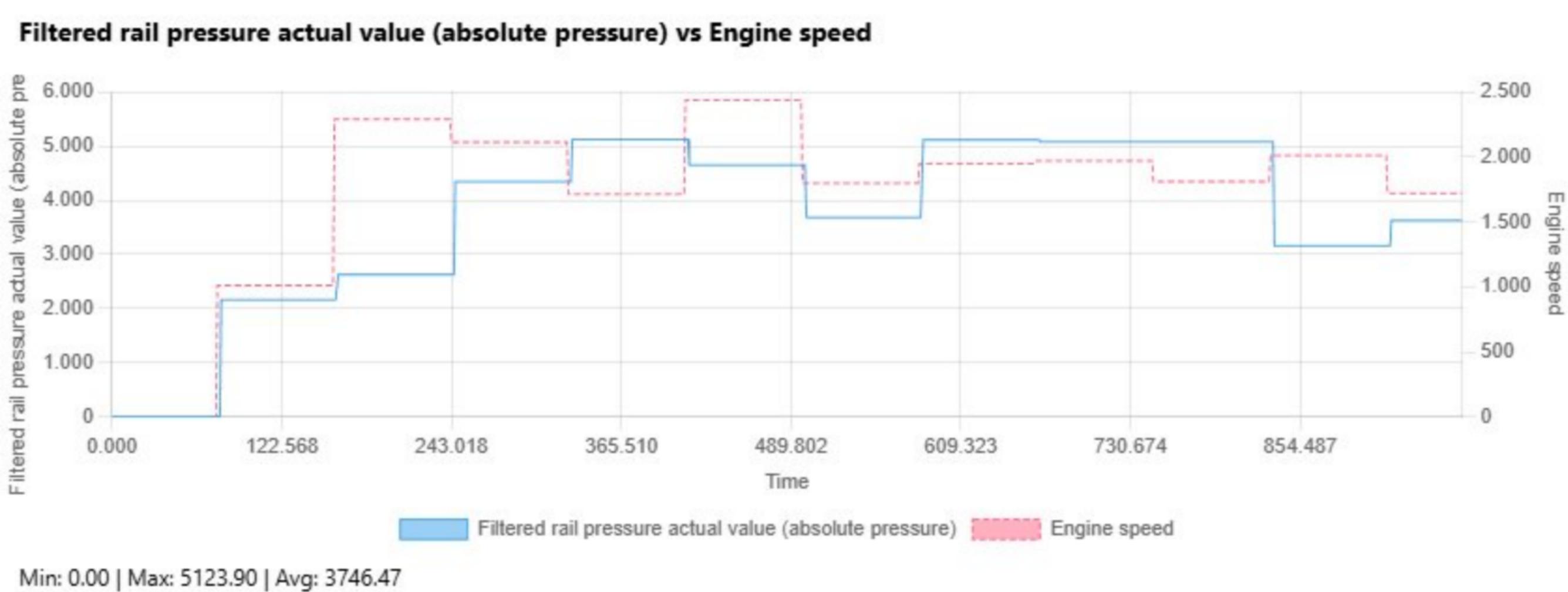


Min: 0.00 | Max: 1.08 | Avg: 0.94

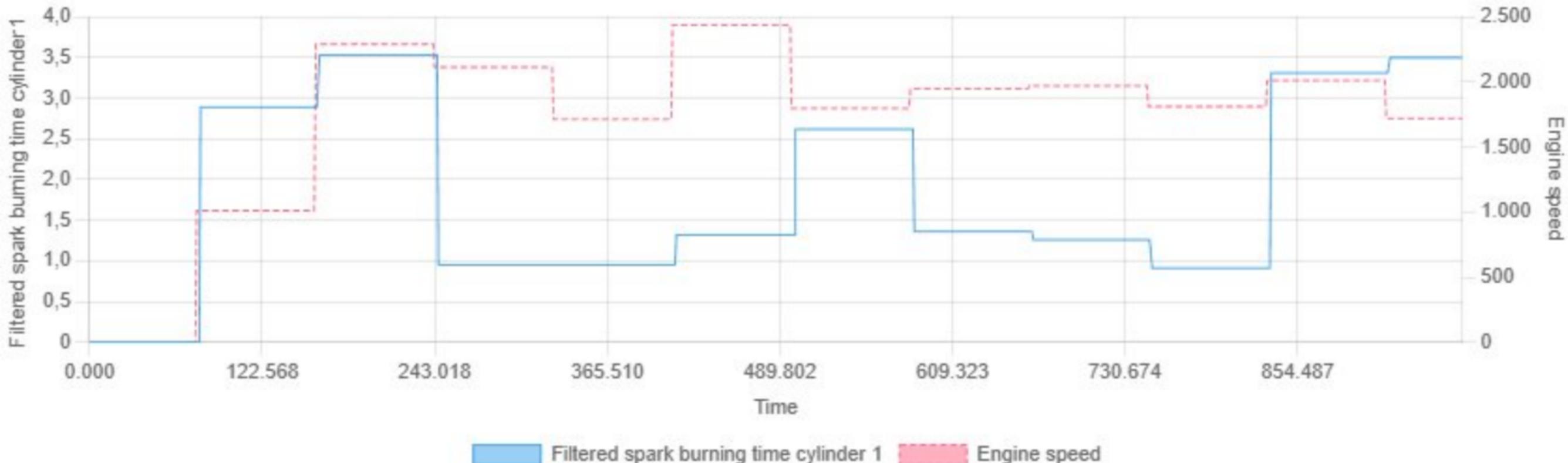
Filtered fuel flow vs Engine speed



Min: 0.00 | Max: 5.38 | Avg: 4.25

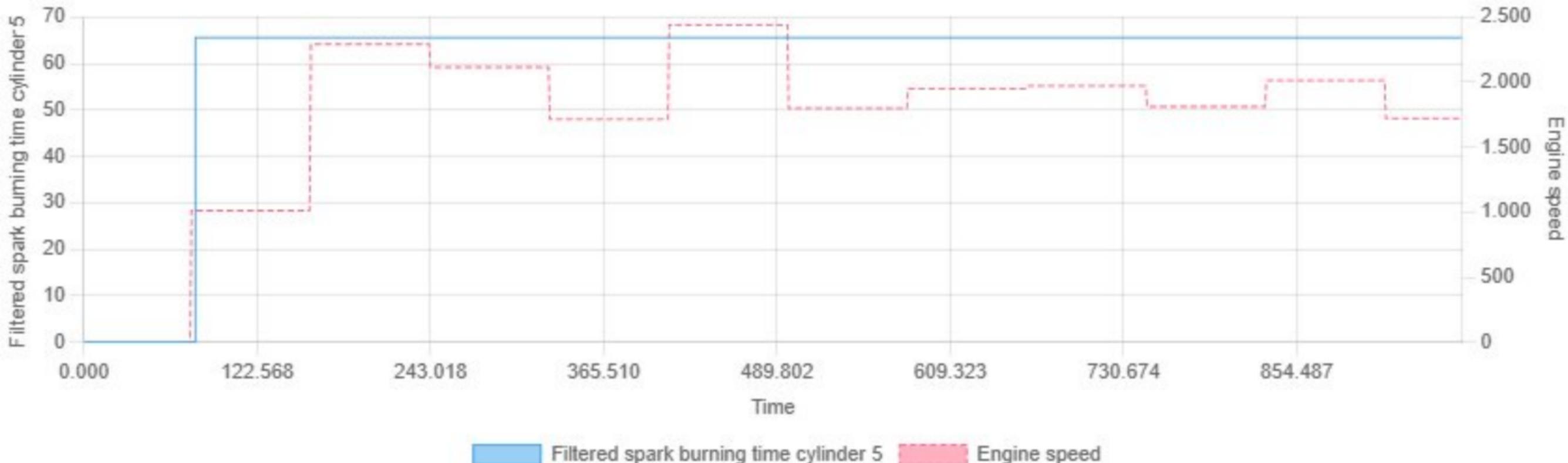


Filtered spark burning time cylinder 1 vs Engine speed



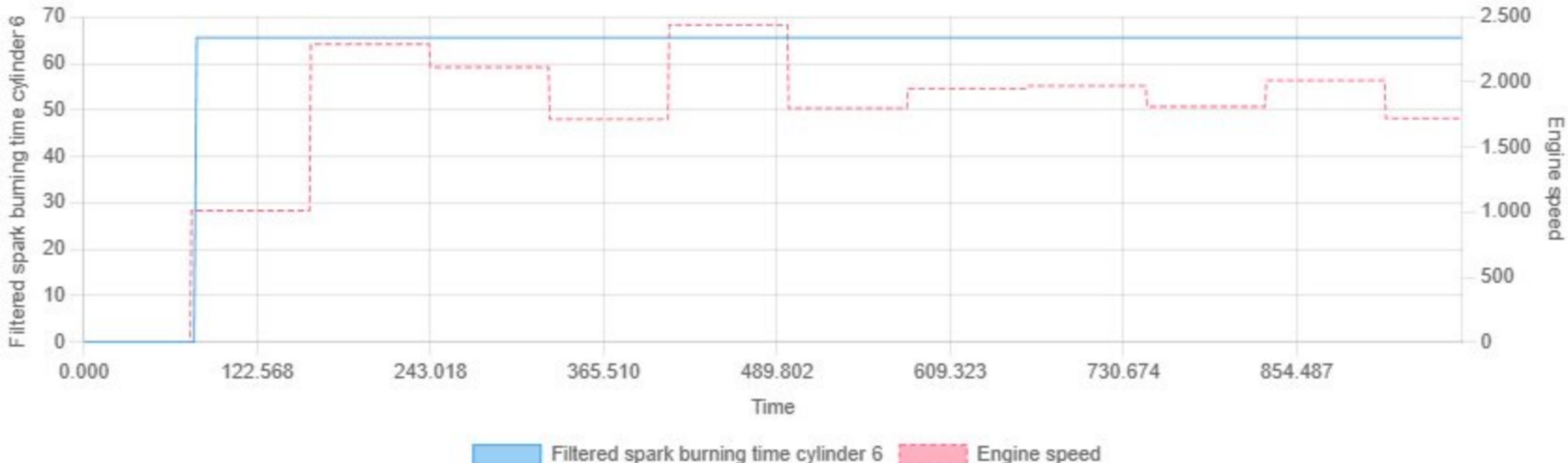
Min: 0.00 | Max: 3.53 | Avg: 1.84

Filtered spark burning time cylinder 5 vs Engine speed



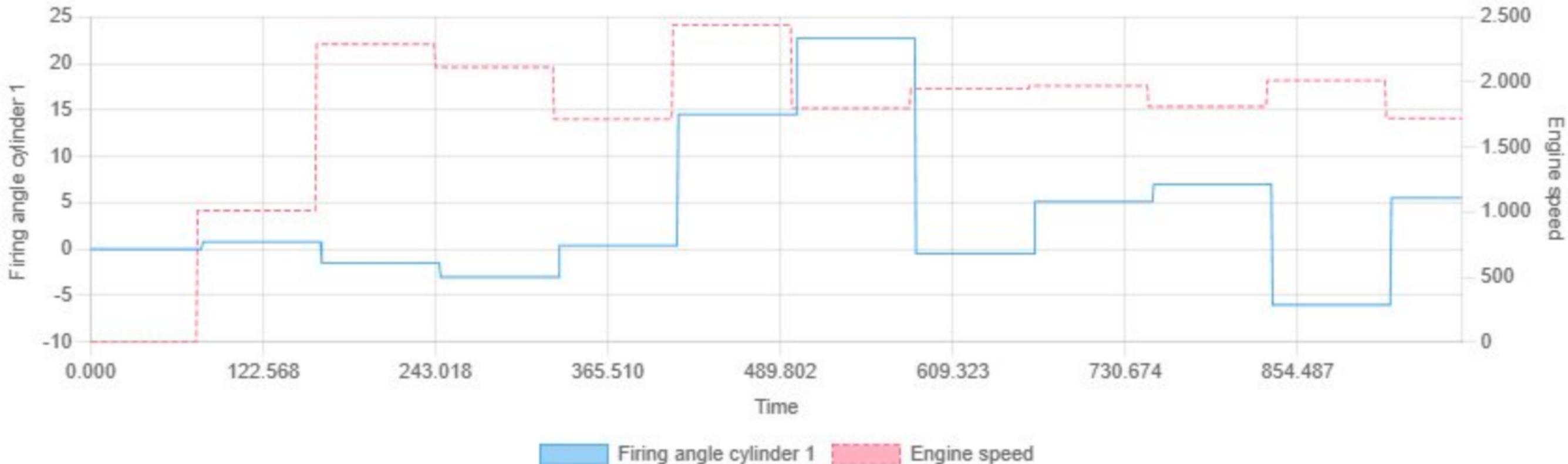
Min: 0.00 | Max: 65.54 | Avg: 60.24

Filtered spark burning time cylinder 6 vs Engine speed



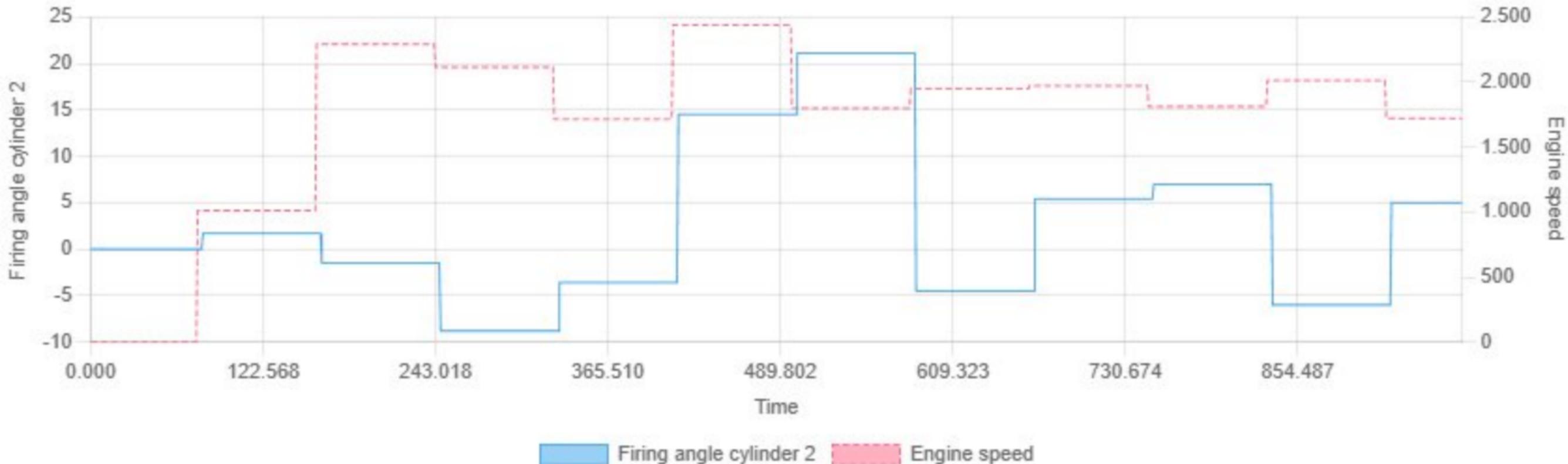
Min: 0.00 | Max: 65.54 | Avg: 60.23

Firing angle cylinder 1 vs Engine speed



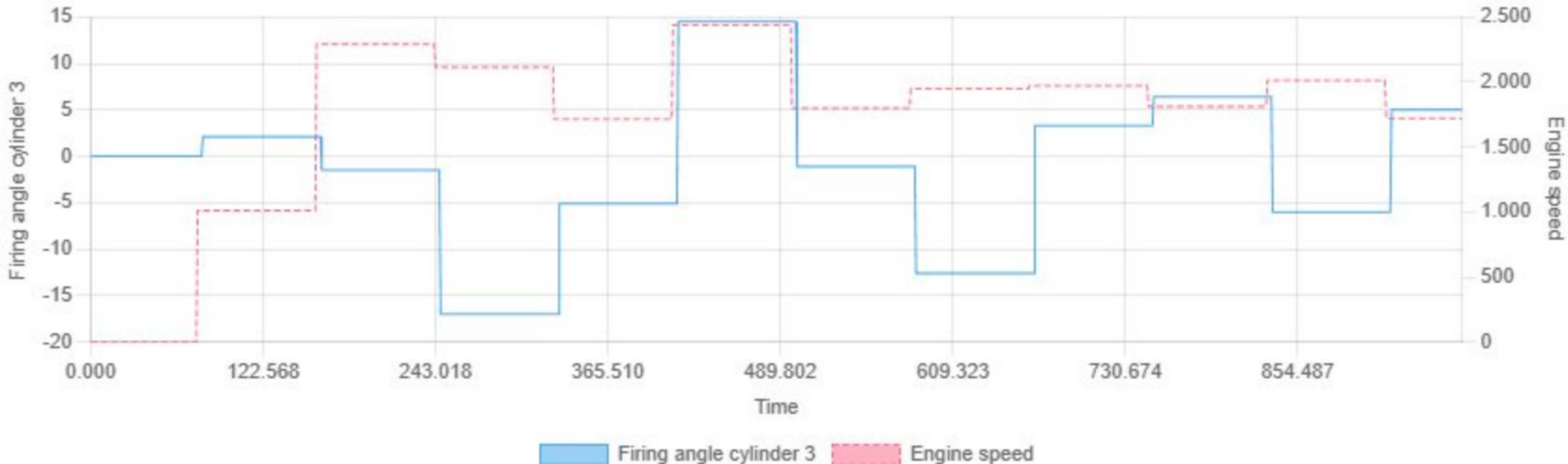
Min: -6.00 | Max: 22.70 | Avg: 3.71

Firing angle cylinder 2 vs Engine speed



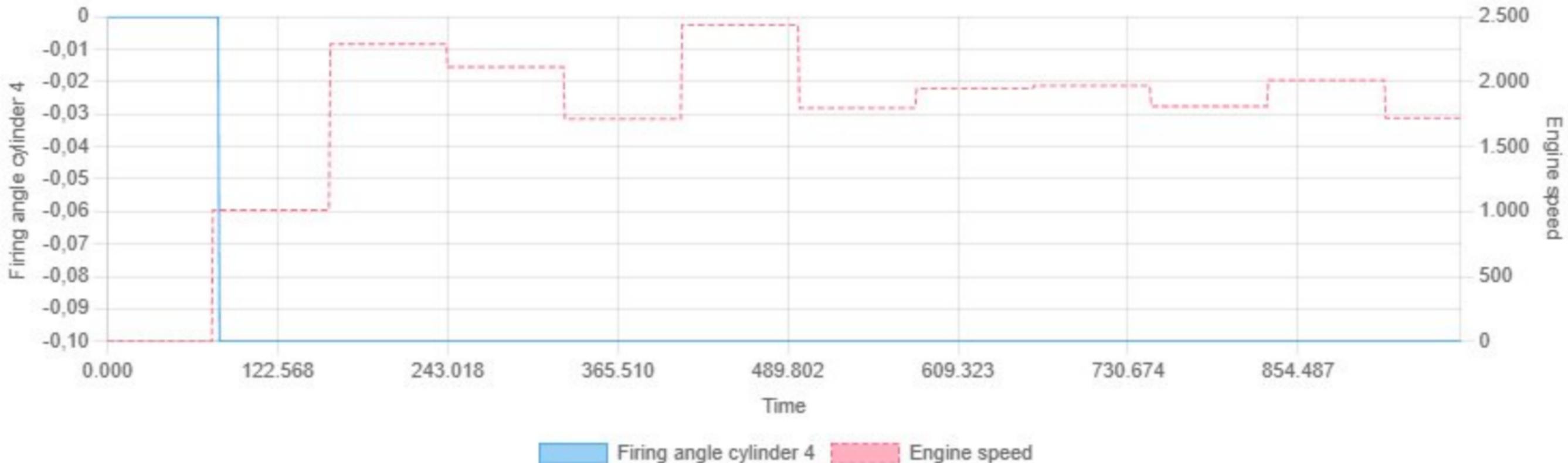
Min: -8.80 | Max: 21.10 | Avg: 2.45

Firing angle cylinder 3 vs Engine speed



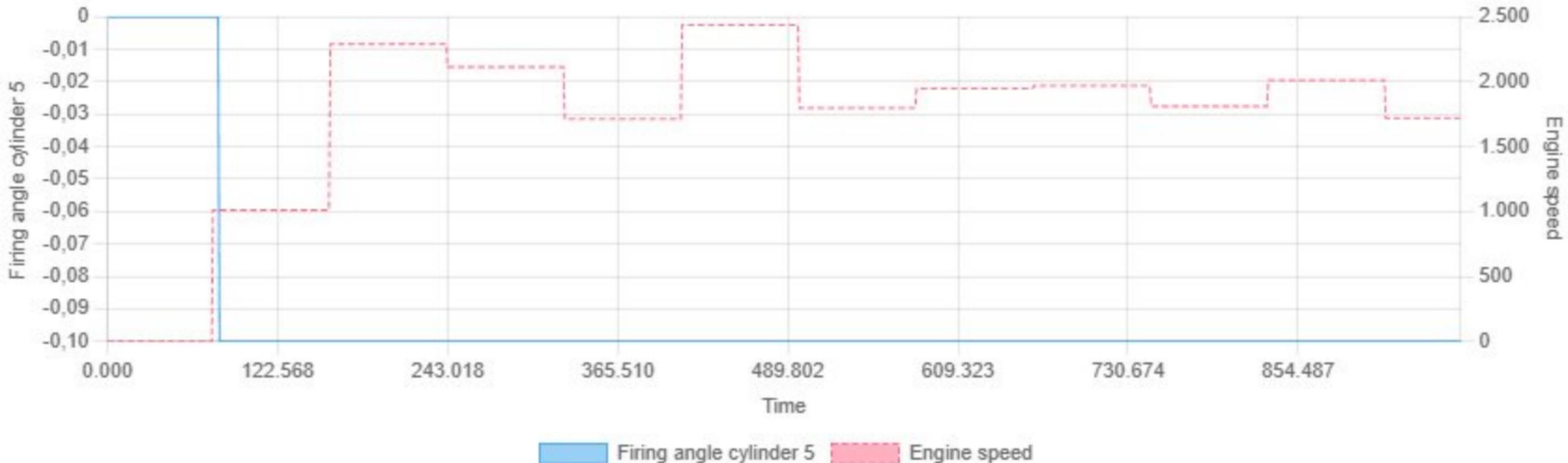
Min: -17.00 | Max: 14.50 | Avg: -1.21

Firing angle cylinder 4 vs Engine speed



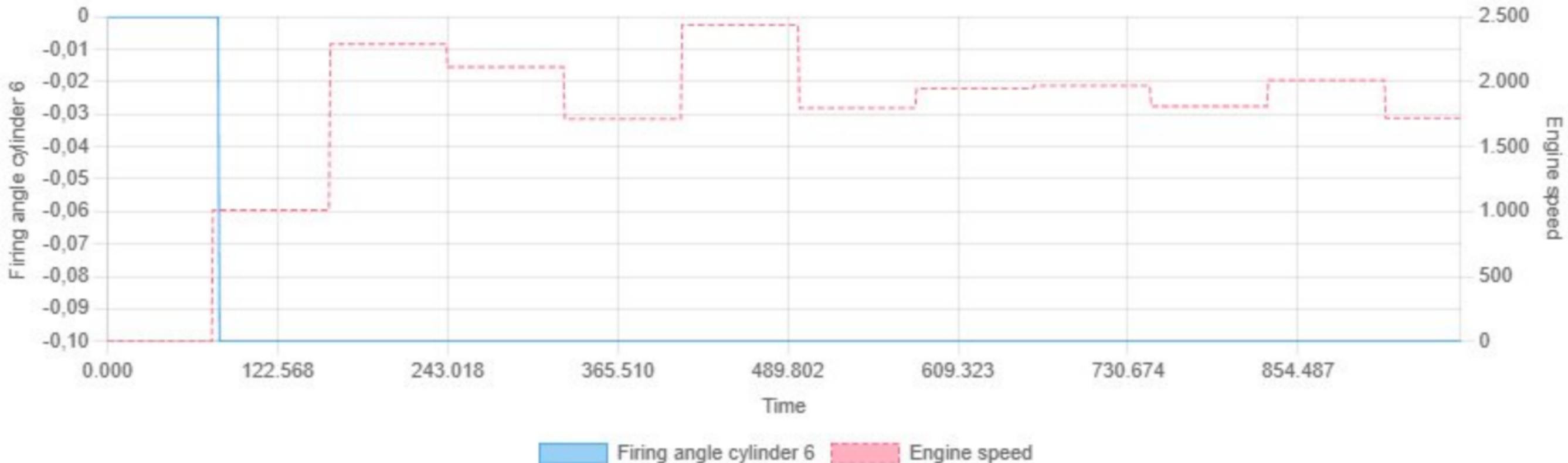
Min: -0.10 | Max: 0.00 | Avg: -0.09

Firing angle cylinder 5 vs Engine speed



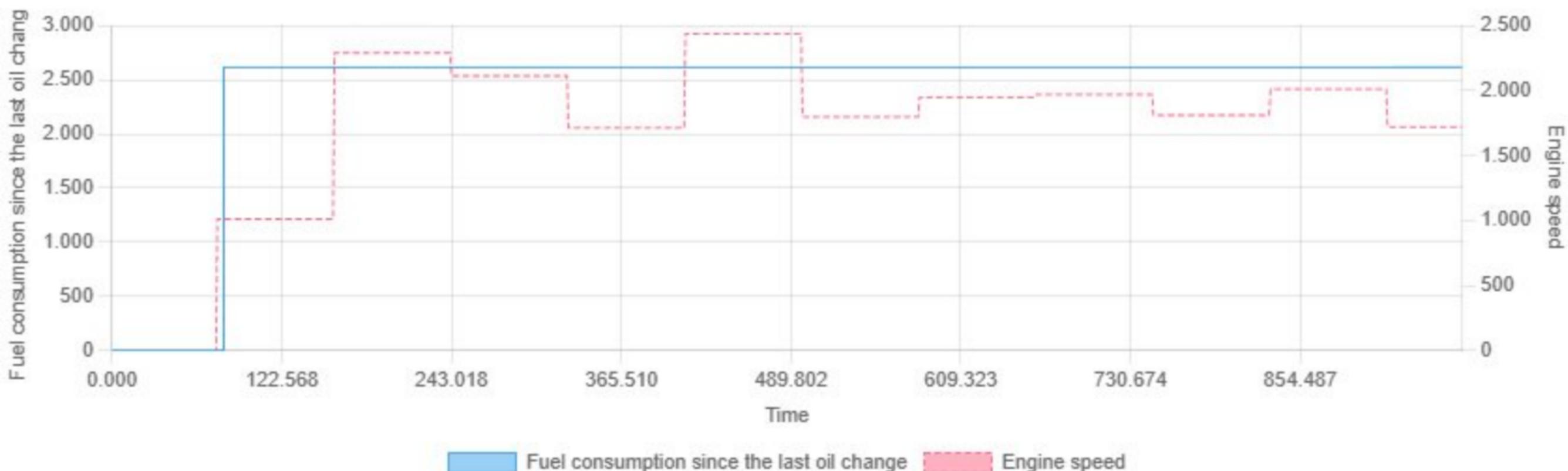
Min: -0.10 | Max: 0.00 | Avg: -0.09

Firing angle cylinder 6 vs Engine speed



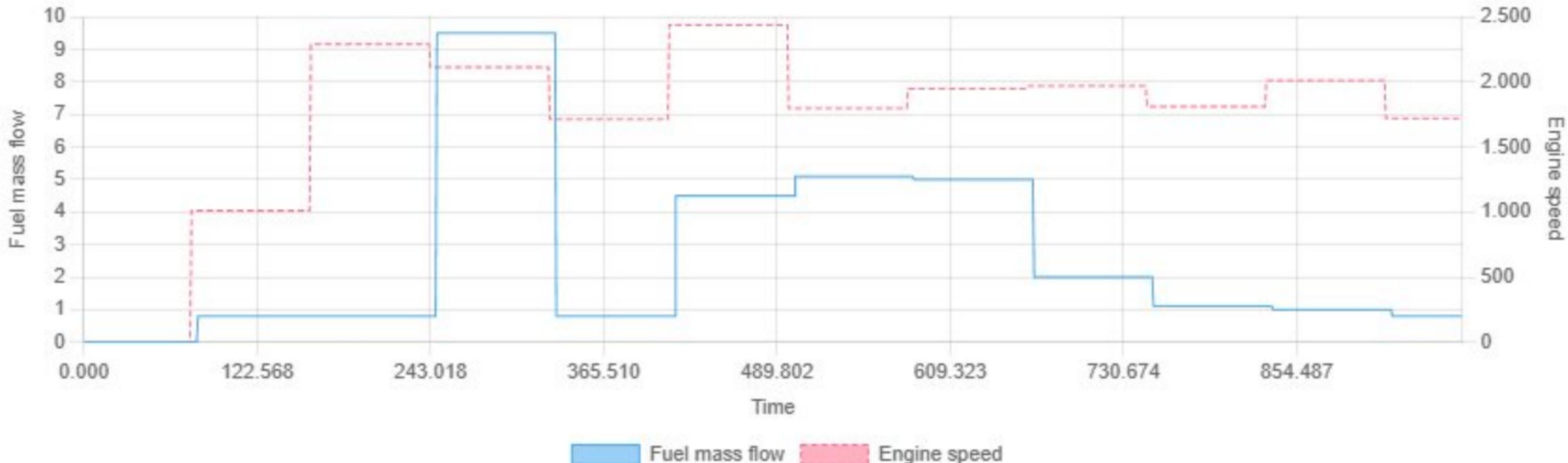
Min: -0.10 | Max: 0.00 | Avg: -0.09

Fuel consumption since the last oil change vs Engine speed



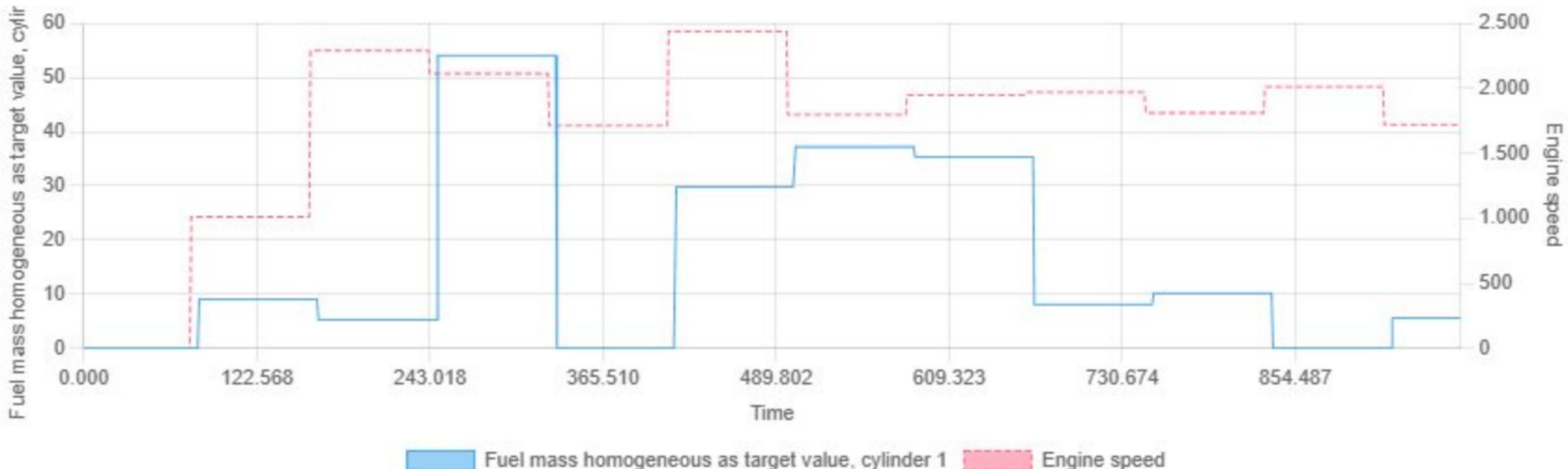
Min: 0.00 | Max: 2616.04 | Avg: 2399.43

Fuel mass flow vs Engine speed

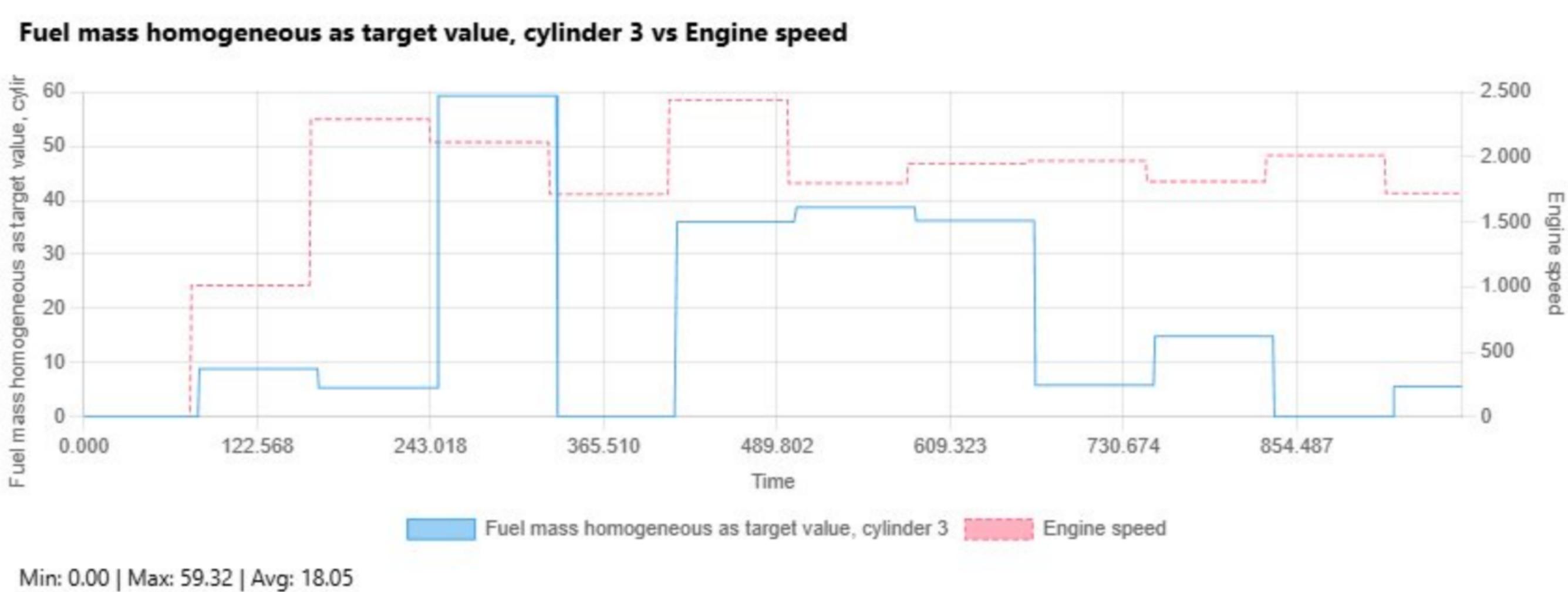


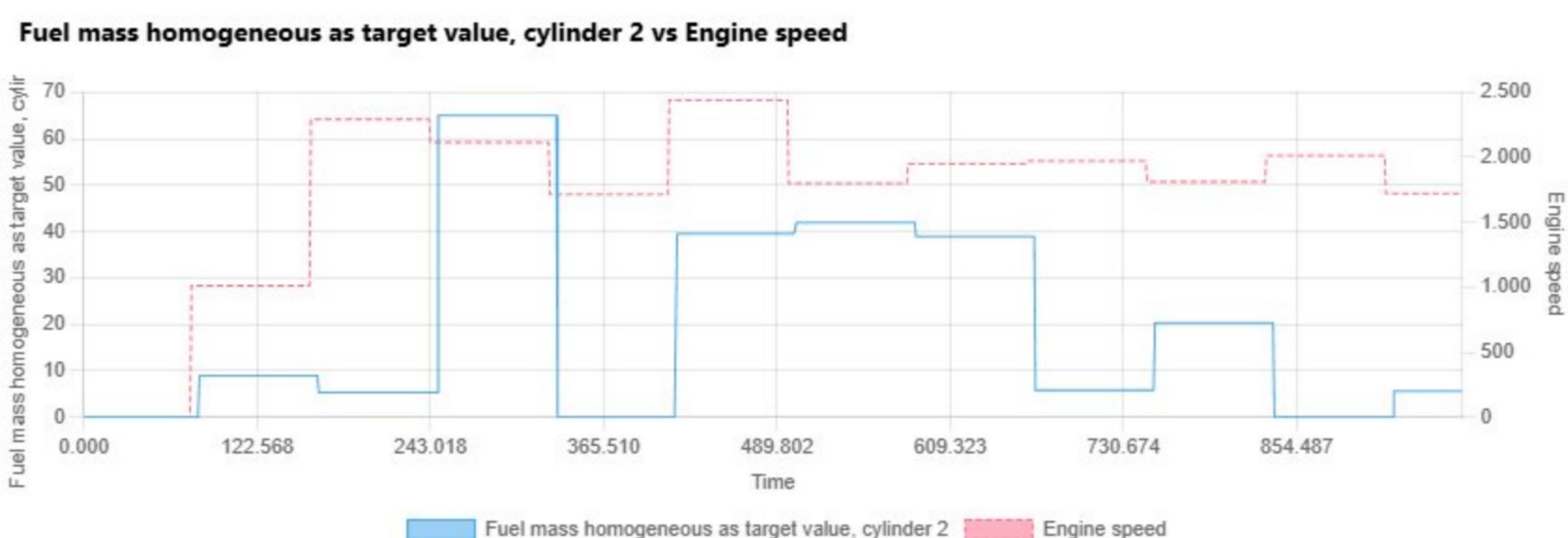
Min: 0.00 | Max: 9.50 | Avg: 2.69

Fuel mass homogeneous as target value, cylinder 1 vs Engine speed



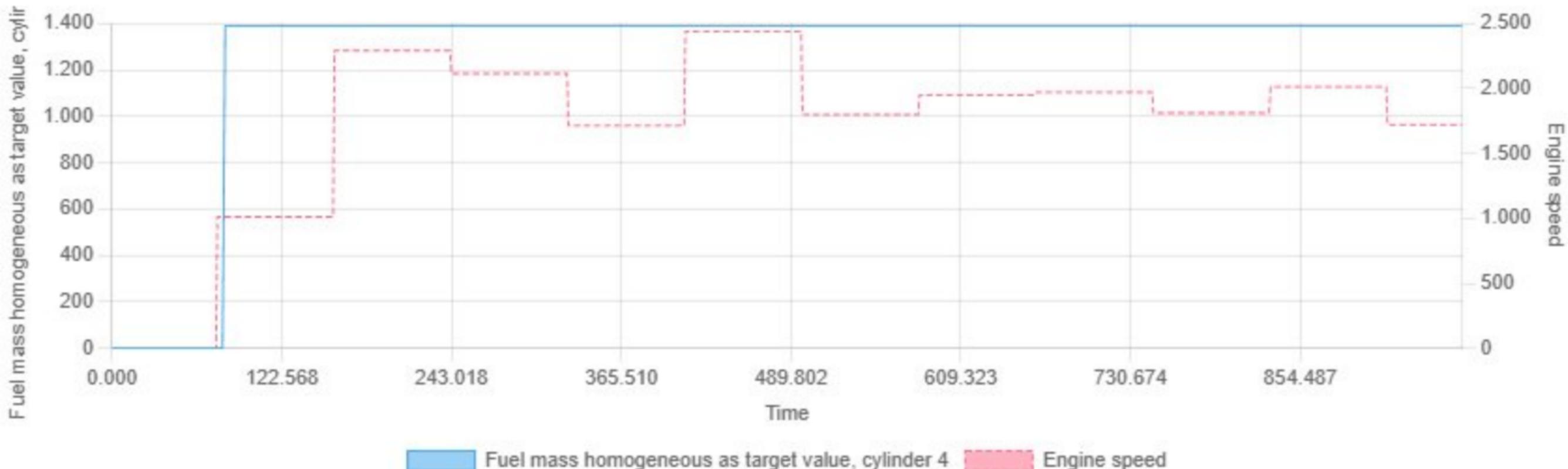
Min: 0.00 | Max: 54.07 | Avg: 16.65





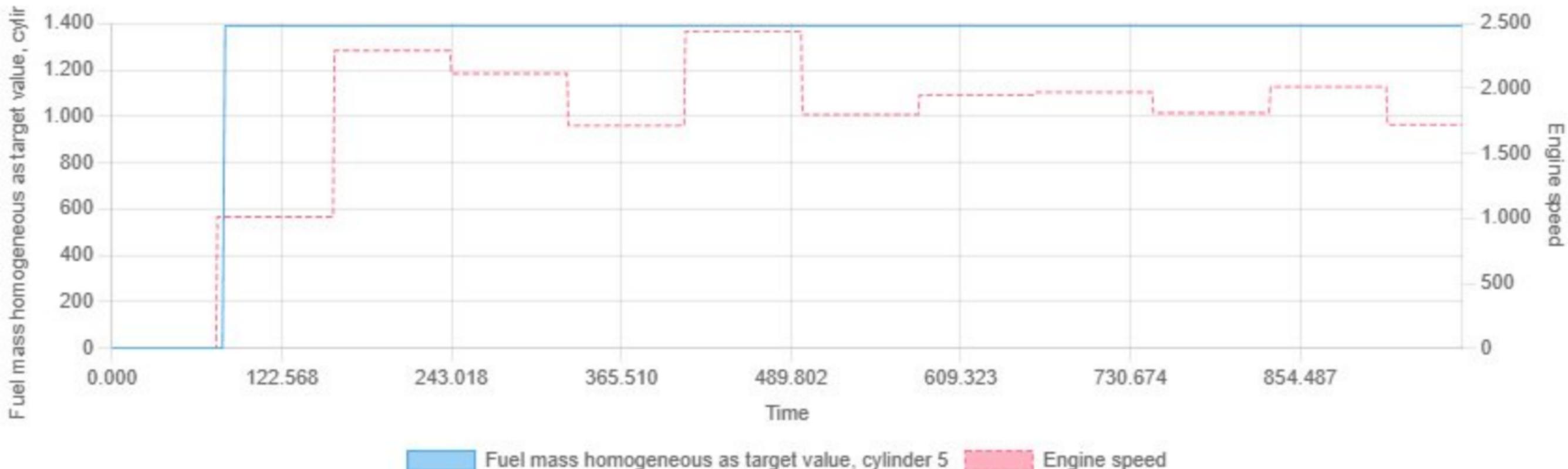
Min: 0.00 | Max: 64.96 | Avg: 19.83

Fuel mass homogeneous as target value, cylinder 4 vs Engine speed



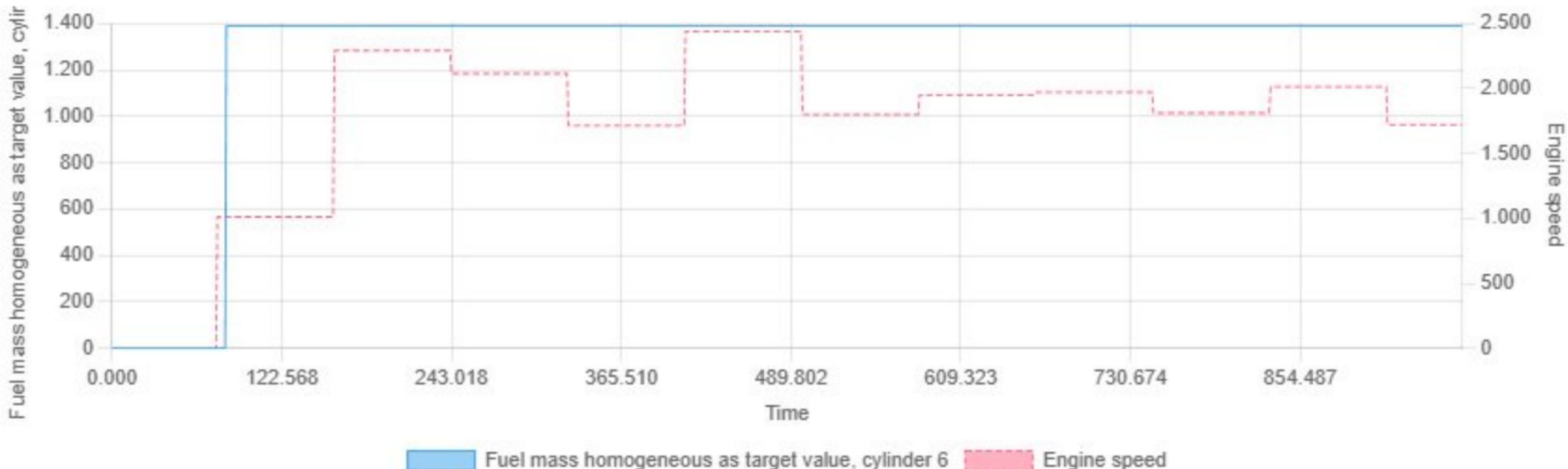
Min: 0.00 | Max: 1389.00 | Avg: 1272.96

Fuel mass homogeneous as target value, cylinder 5 vs Engine speed



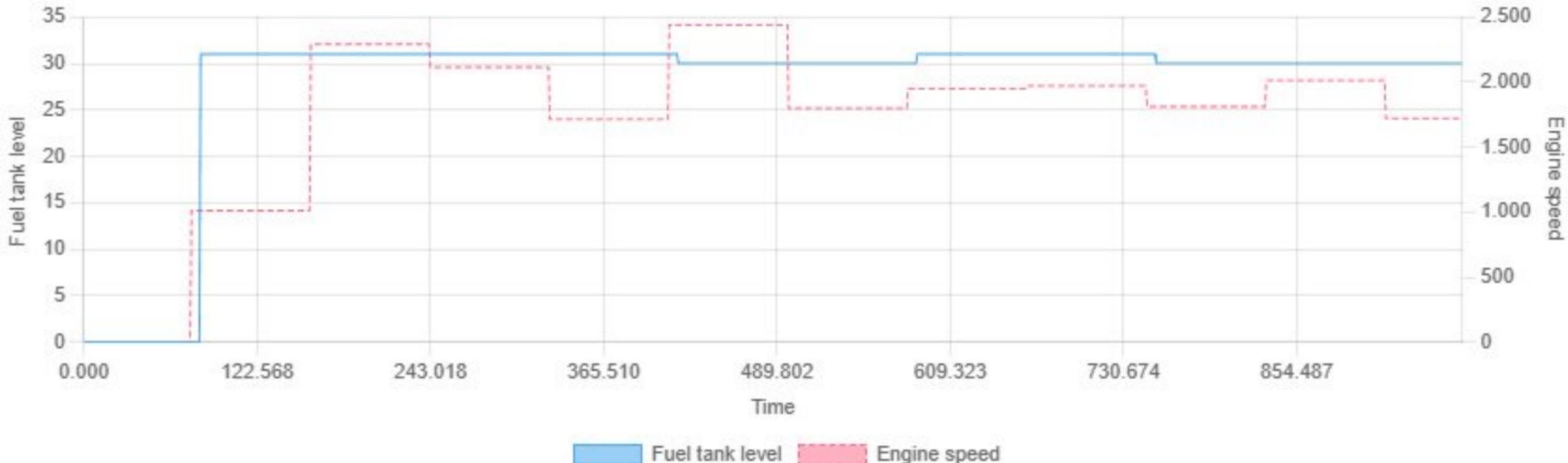
Min: 0.00 | Max: 1389.00 | Avg: 1272.70

Fuel mass homogeneous as target value, cylinder 6 vs Engine speed



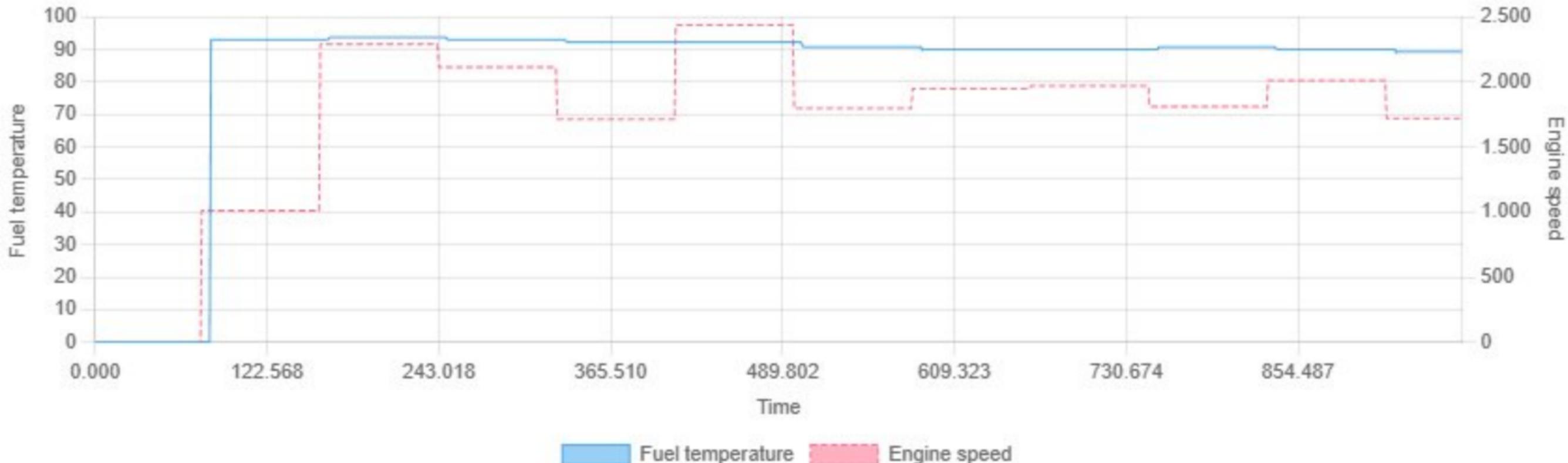
Min: 0.00 | Max: 1389.00 | Avg: 1272.44

Fuel tank level vs Engine speed

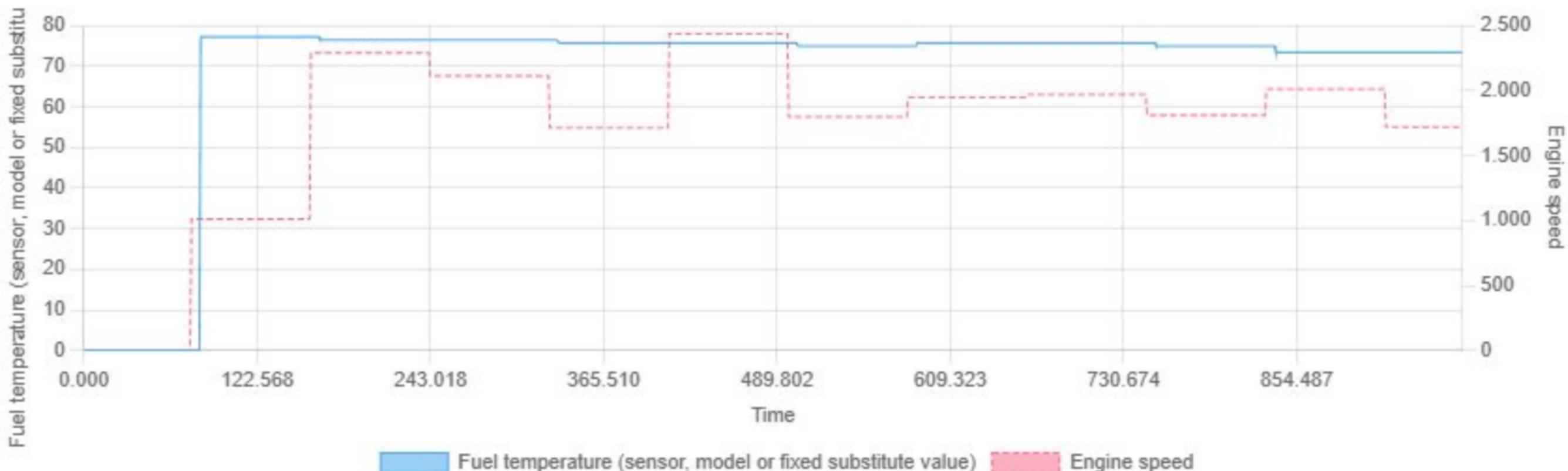


Min: 0.00 | Max: 31.00 | Avg: 28.00

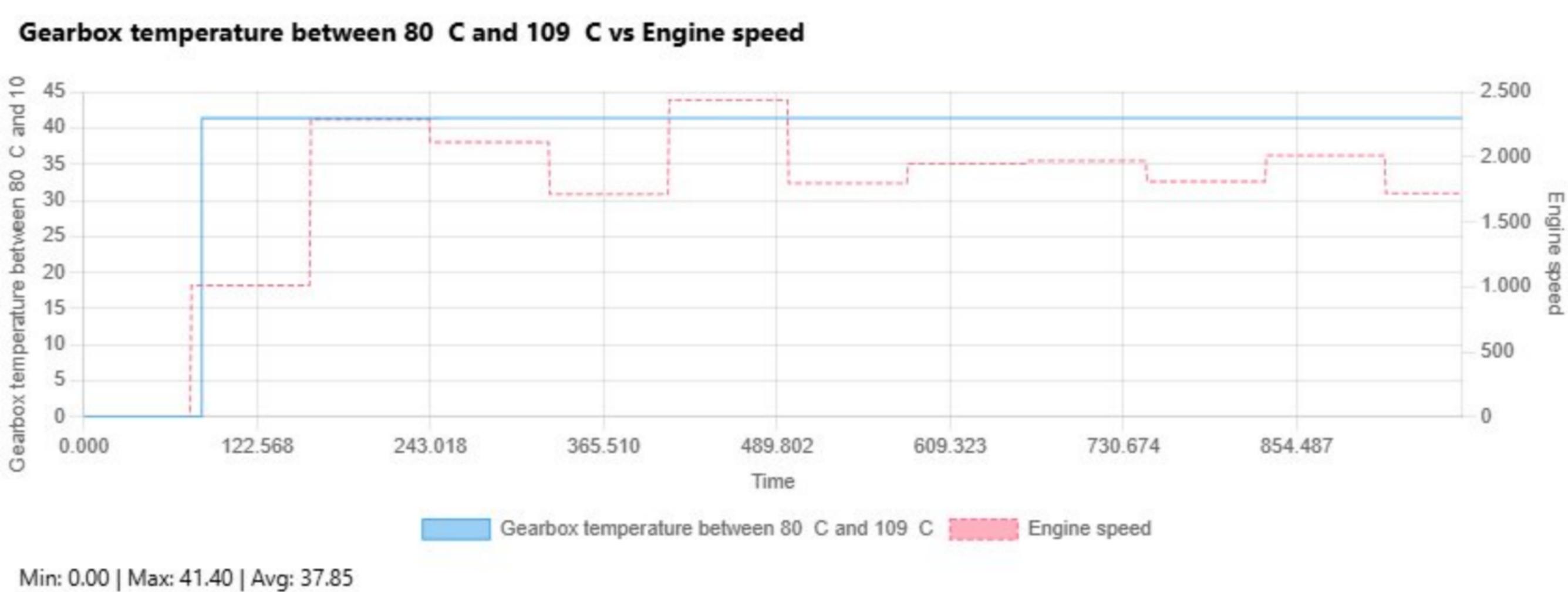
Fuel temperature vs Engine speed



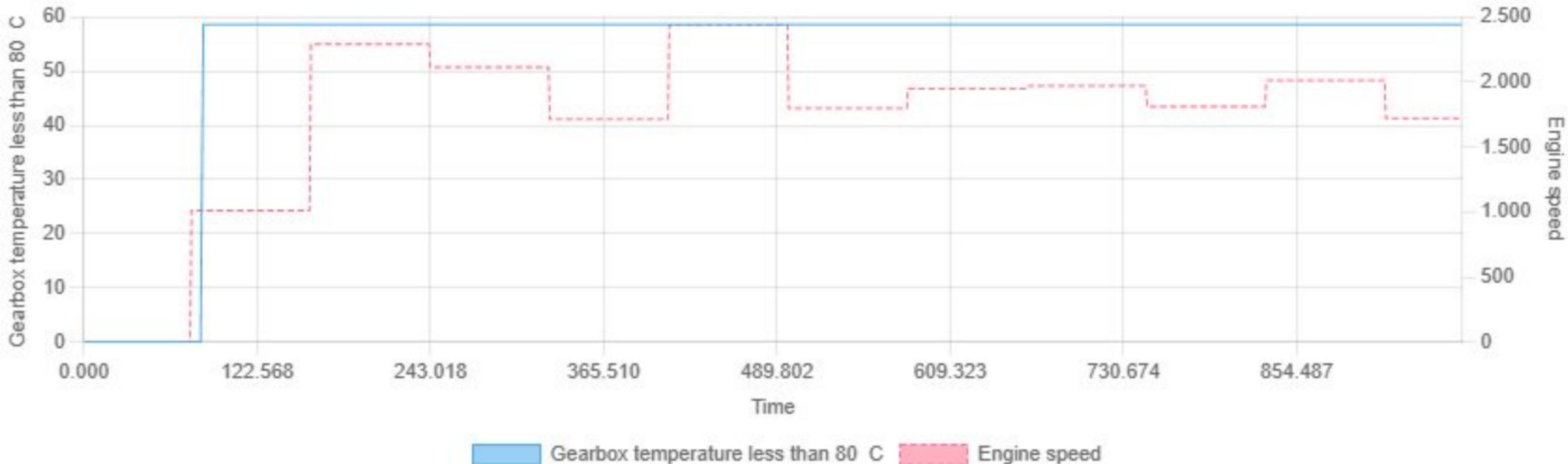
Fuel temperature (sensor, model or fixed substitute value) vs Engine speed



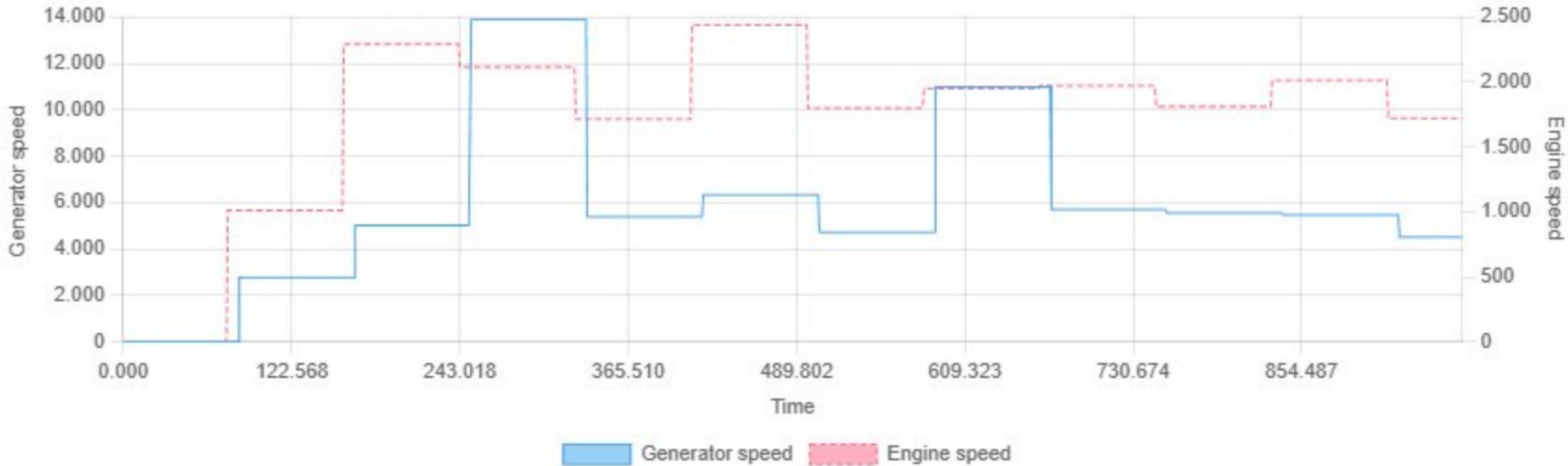
Min: 0.00 | Max: 77.26 | Avg: 69.16



Gearbox temperature less than 80 C vs Engine speed



Generator speed vs Engine speed



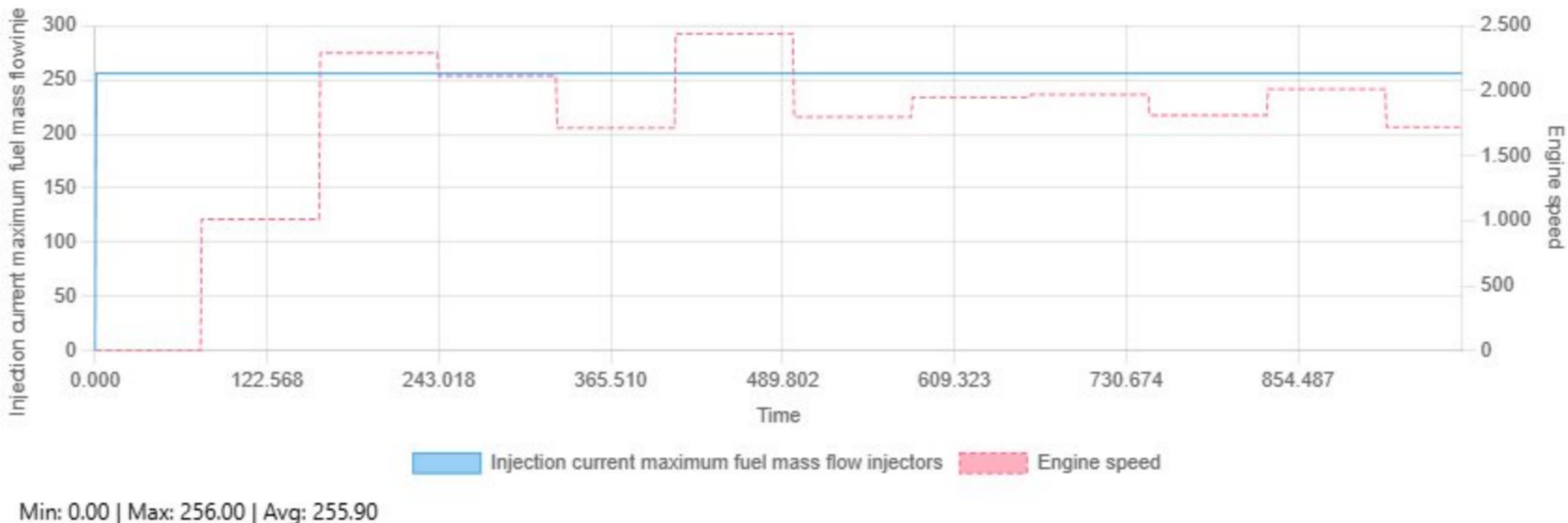
Min: 0.00 | Max: 13886.00 | Avg: 5915.73

Idle control condition vs Engine speed

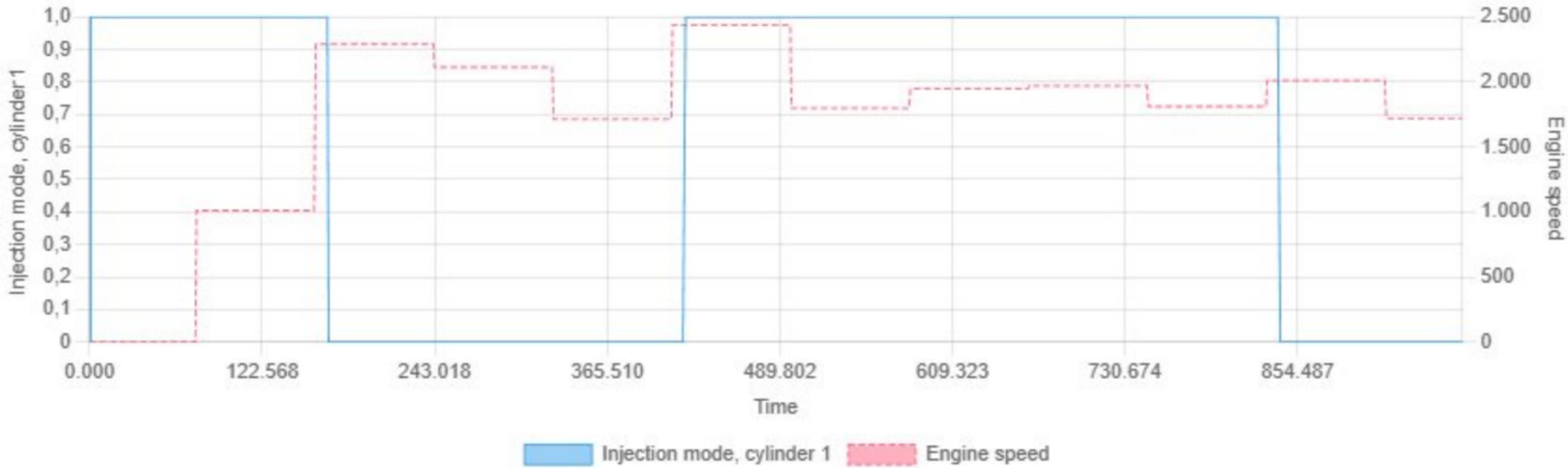


Min: 0.00 | Max: 1.00 | Avg: 0.17

Injection current maximum fuel mass flow injectors vs Engine speed

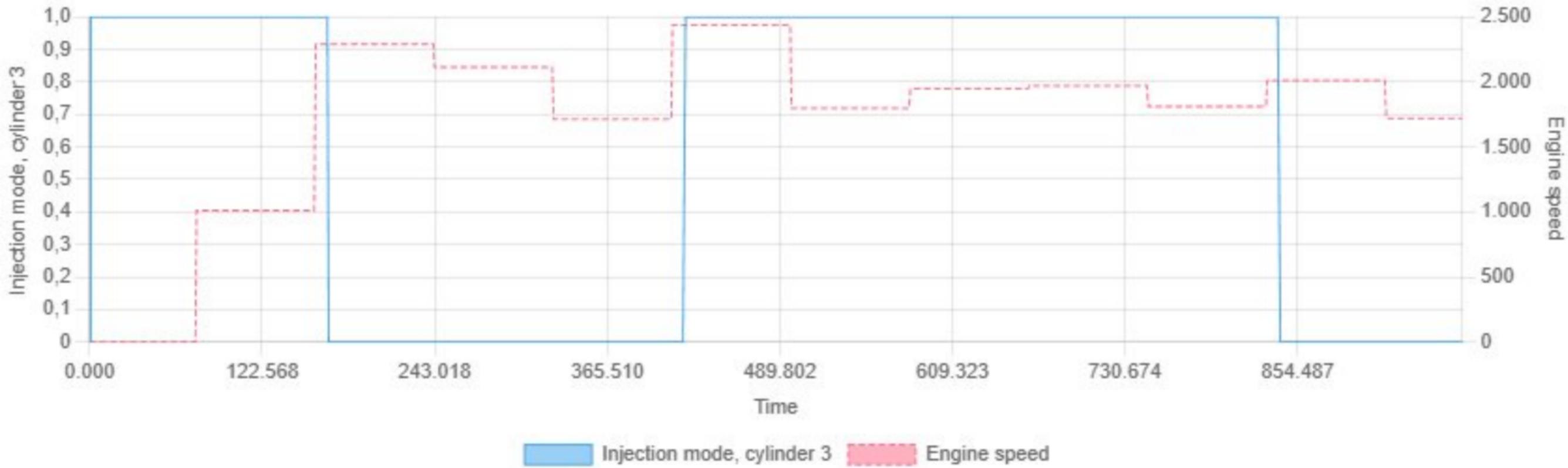


Injection mode, cylinder 1 vs Engine speed



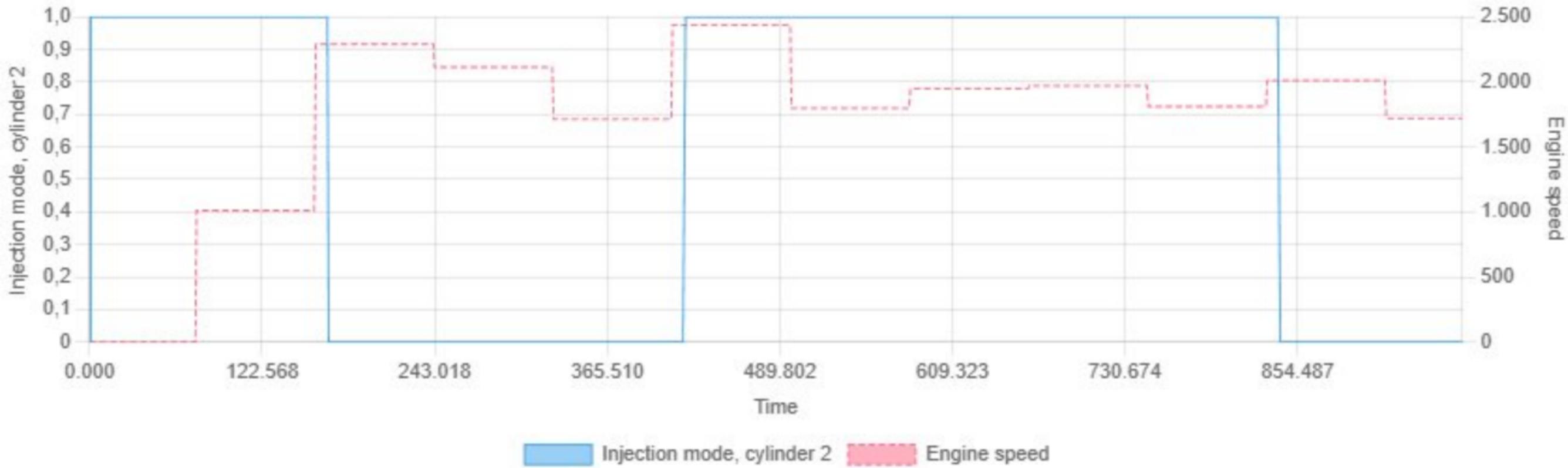
Min: 0.00 | Max: 1.00 | Avg: 0.61

Injection mode, cylinder 3 vs Engine speed



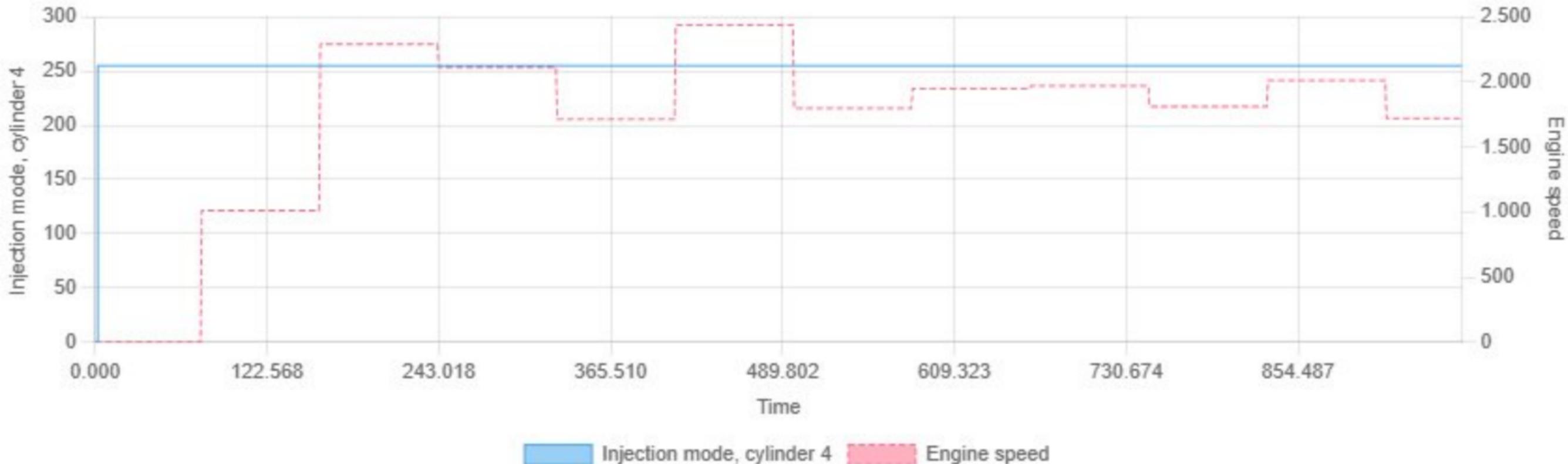
Min: 0.00 | Max: 1.00 | Avg: 0.61

Injection mode, cylinder 2 vs Engine speed



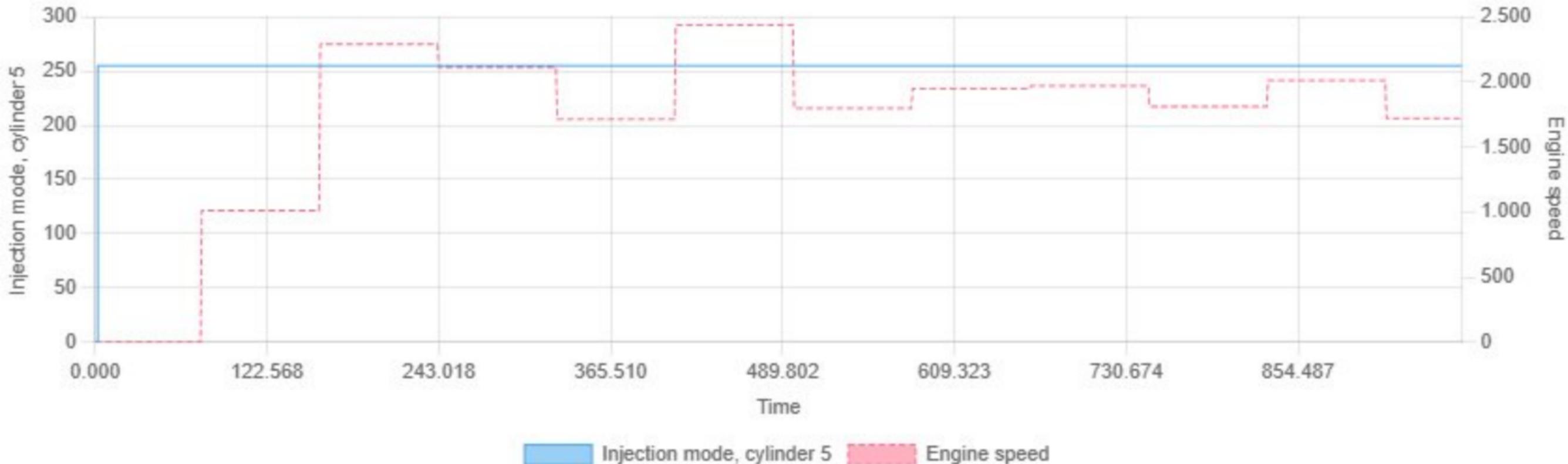
Min: 0.00 | Max: 1.00 | Avg: 0.61

Injection mode, cylinder 4 vs Engine speed



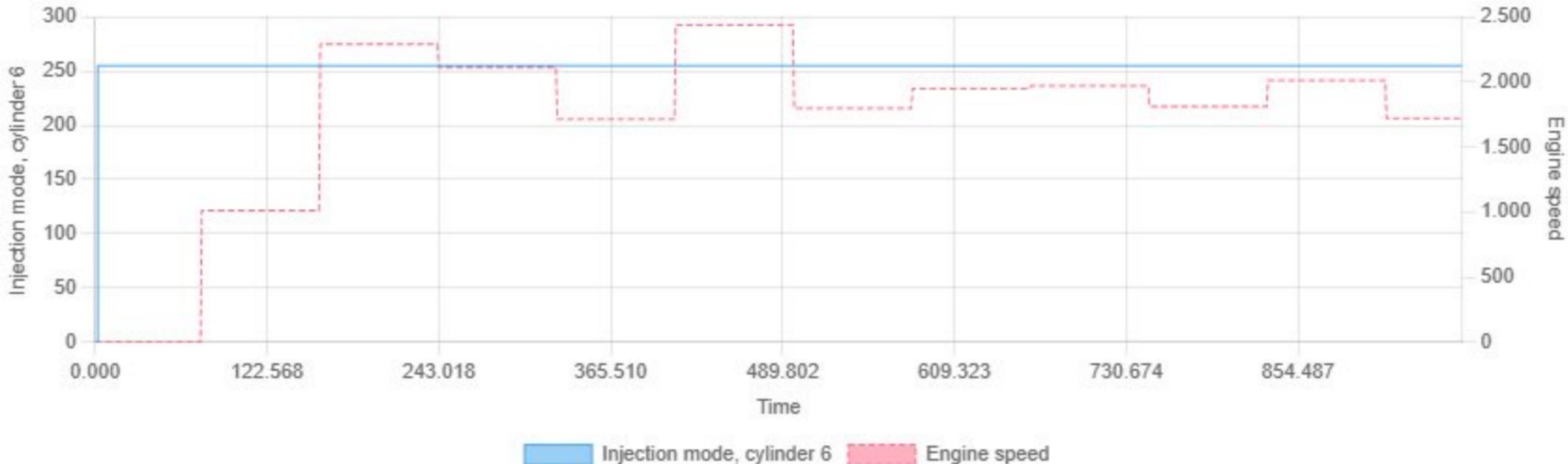
Min: 0.00 | Max: 255.00 | Avg: 254.71

Injection mode, cylinder 5 vs Engine speed



Min: 0.00 | Max: 255.00 | Avg: 254.66

Injection mode, cylinder 6 vs Engine speed



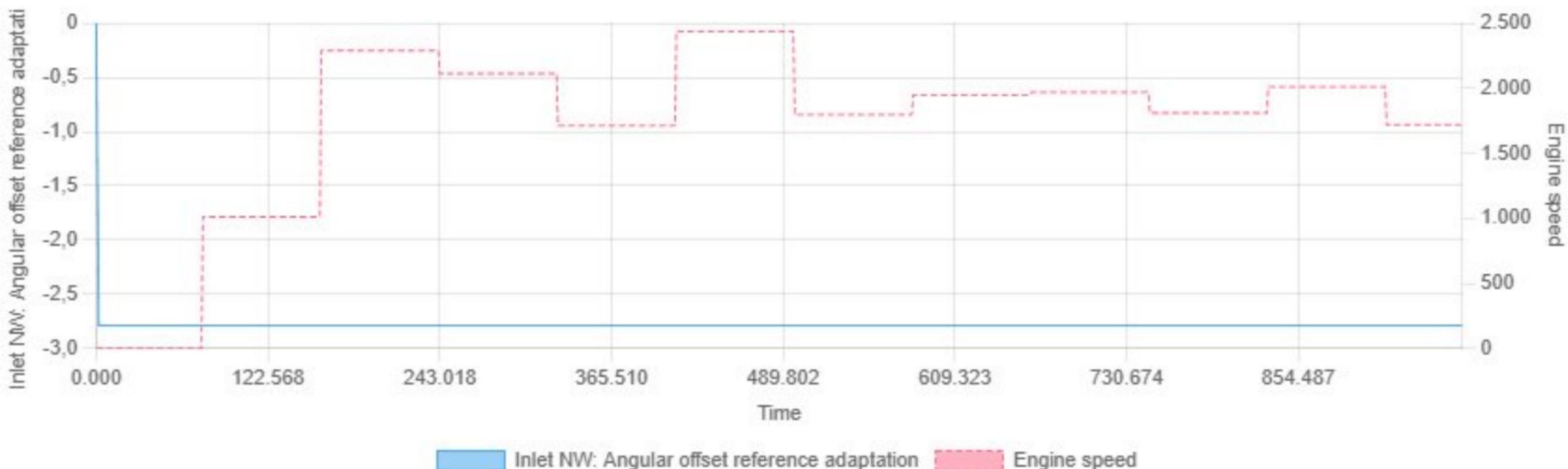
Min: 0.00 | Max: 255.00 | Avg: 254.61

Inlet NW: Angular offset fine adaptation vs Engine speed

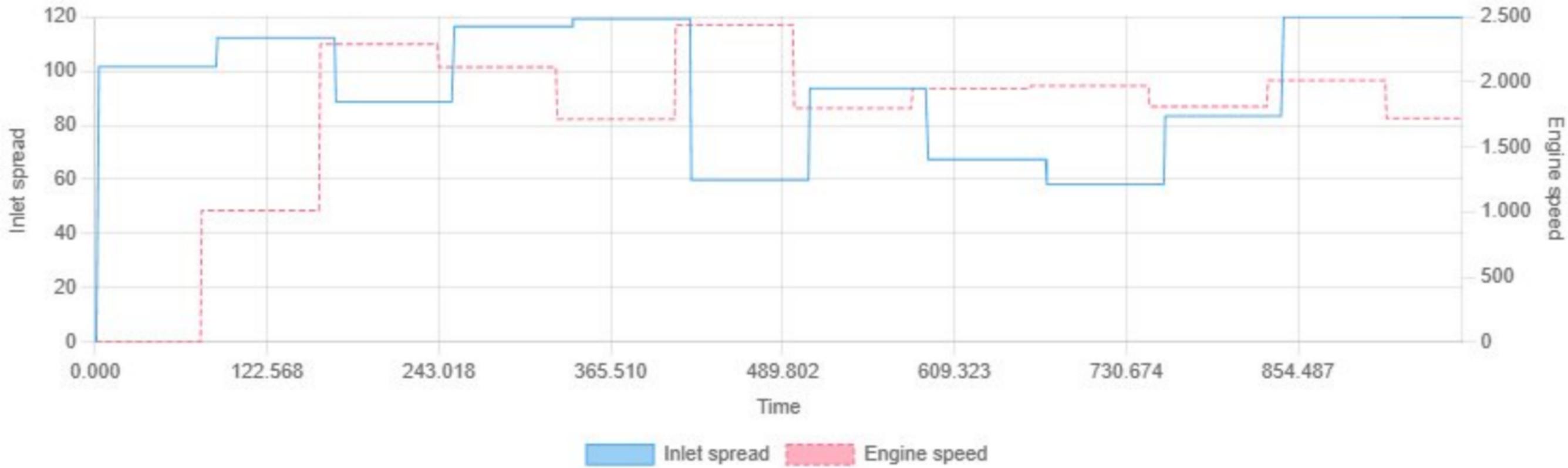


Min: -0.59 | Max: 0.00 | Avg: -0.59

Inlet NW: Angular offset reference adaptation vs Engine speed

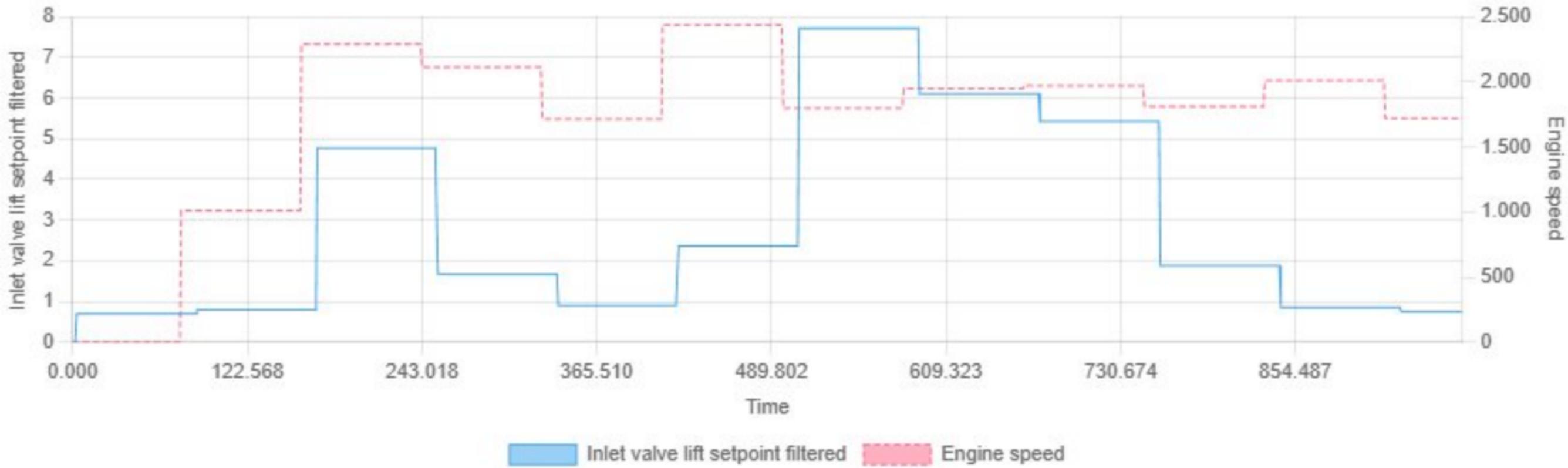


Inlet spread vs Engine speed



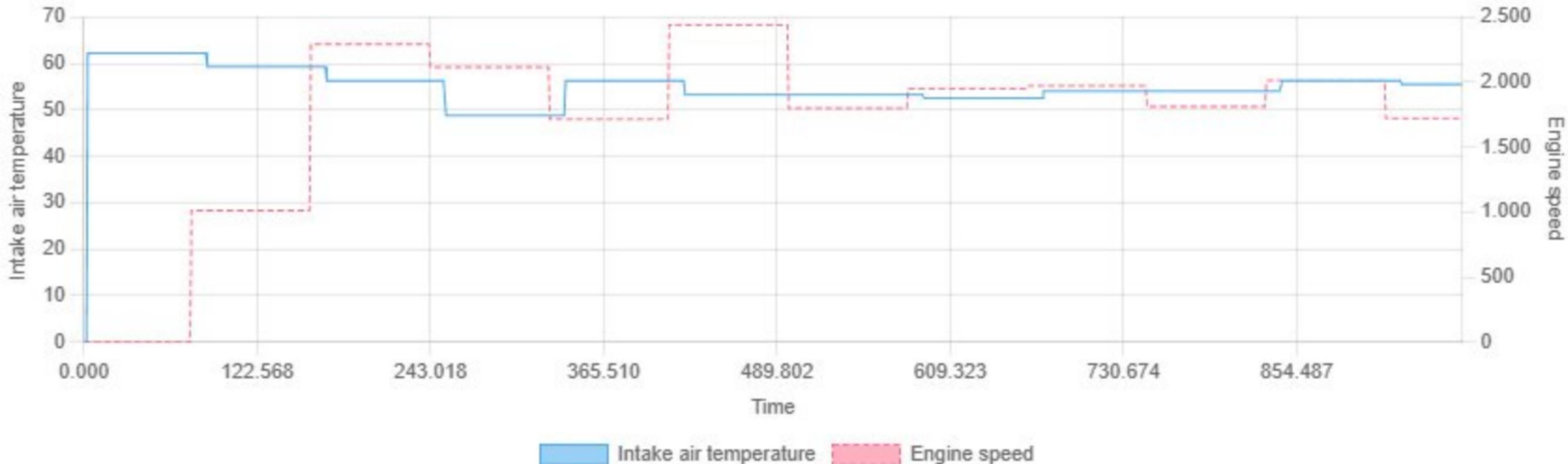
Min: 0.00 | Max: 120.00 | Avg: 93.84

Inlet valve lift setpoint filtered vs Engine speed



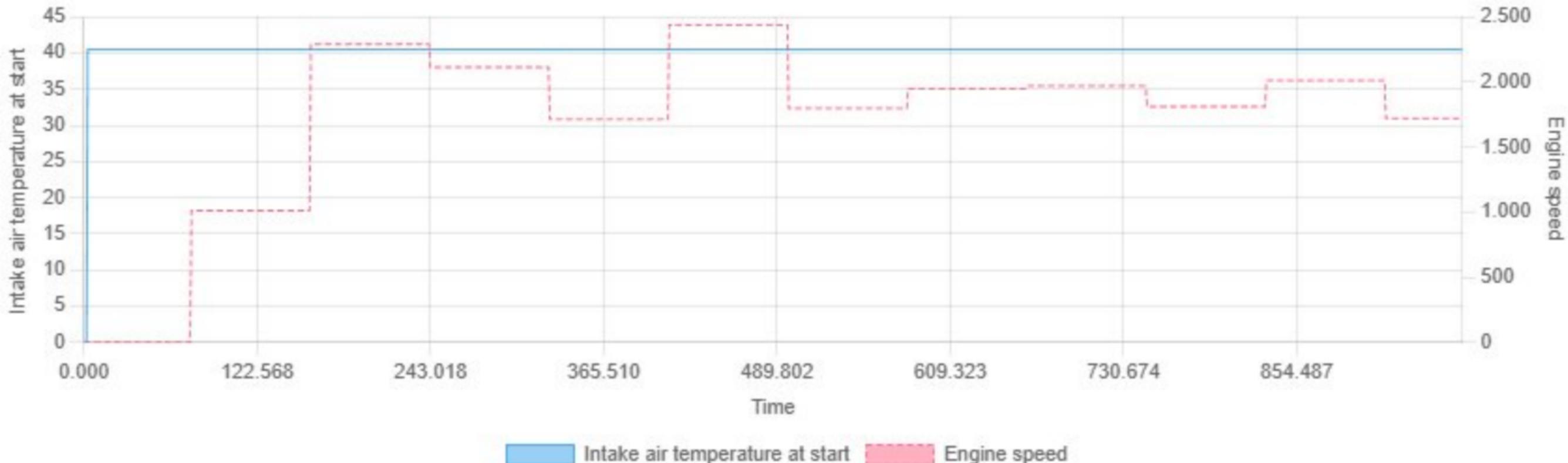
Min: 0.00 | Max: 7.72 | Avg: 2.91

Intake air temperature vs Engine speed



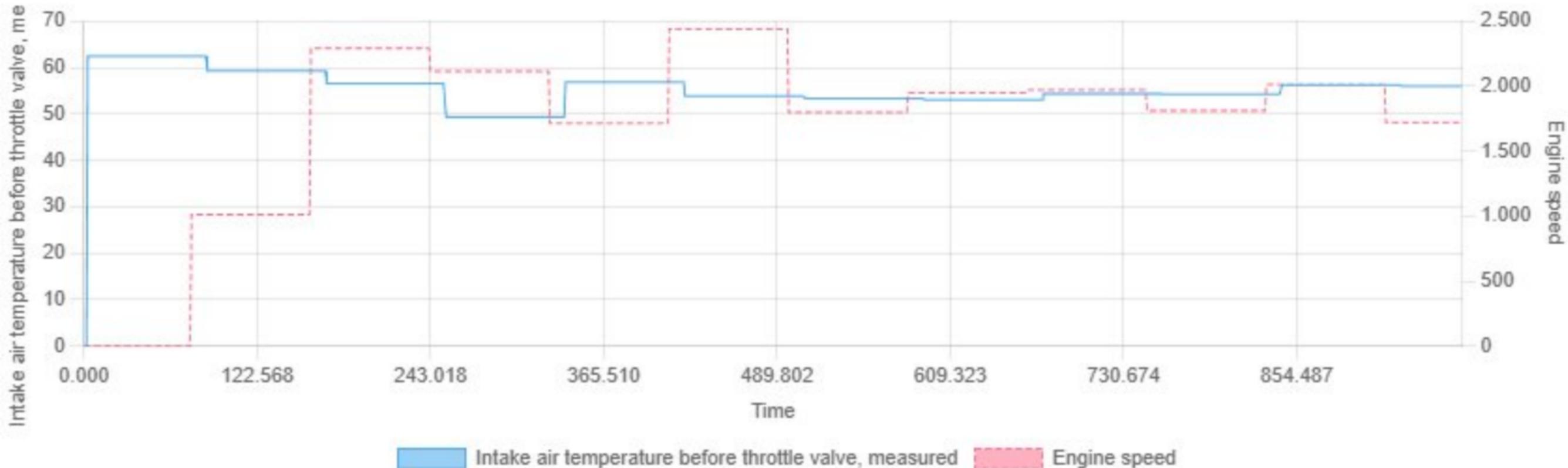
Min: 0.00 | Max: 62.25 | Avg: 54.97

Intake air temperature at start vs Engine speed



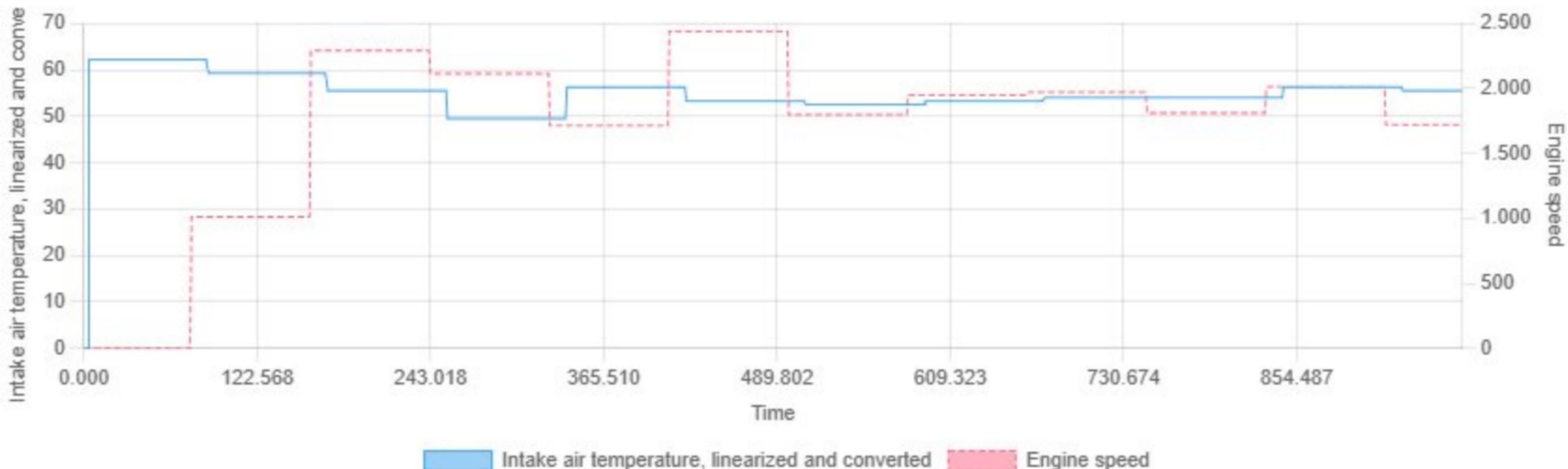
Min: 0.00 | Max: 40.50 | Avg: 40.39

Intake air temperature before throttle valve, measured vs Engine speed



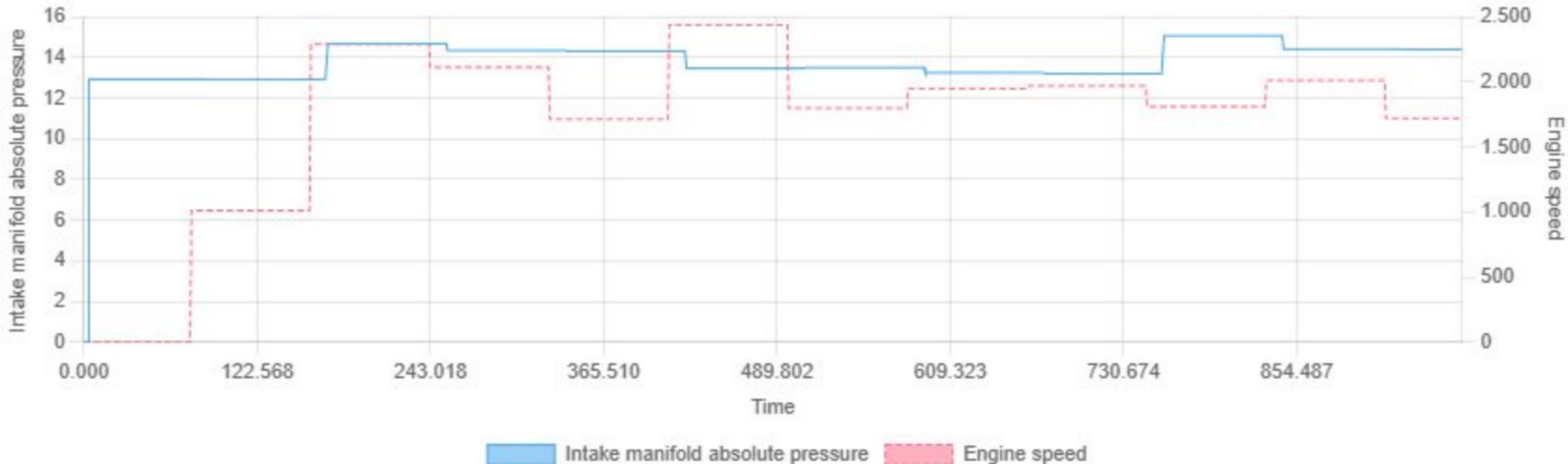
Min: 0.00 | Max: 62.45 | Avg: 55.28

Intake air temperature, linearized and converted vs Engine speed



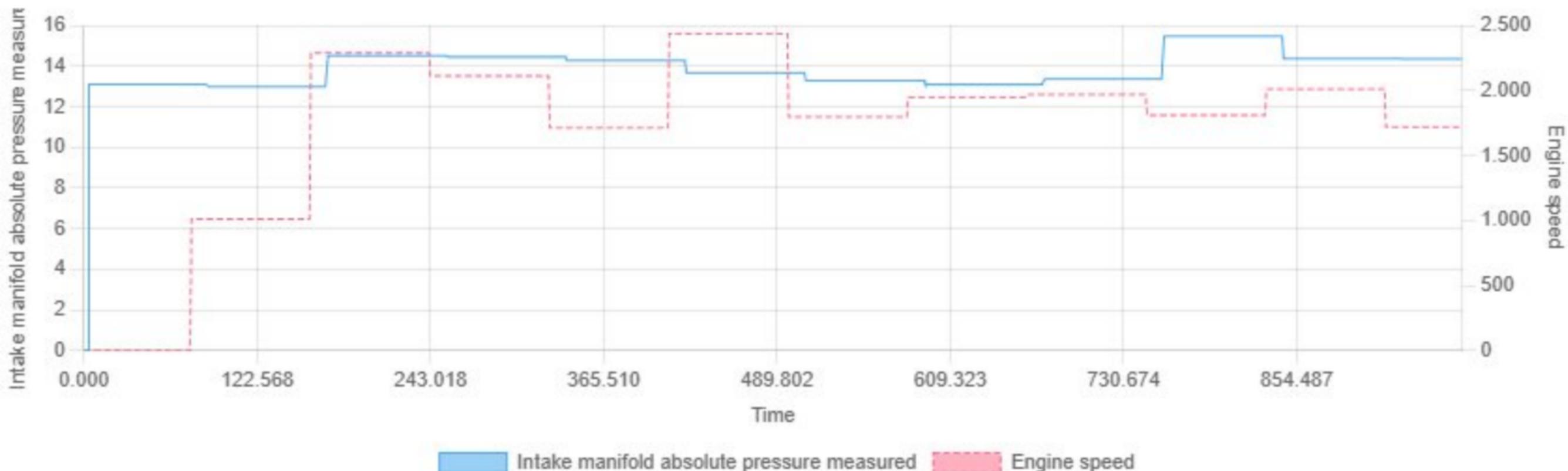
Min: 0.00 | Max: 62.25 | Avg: 54.94

Intake manifold absolute pressure vs Engine speed



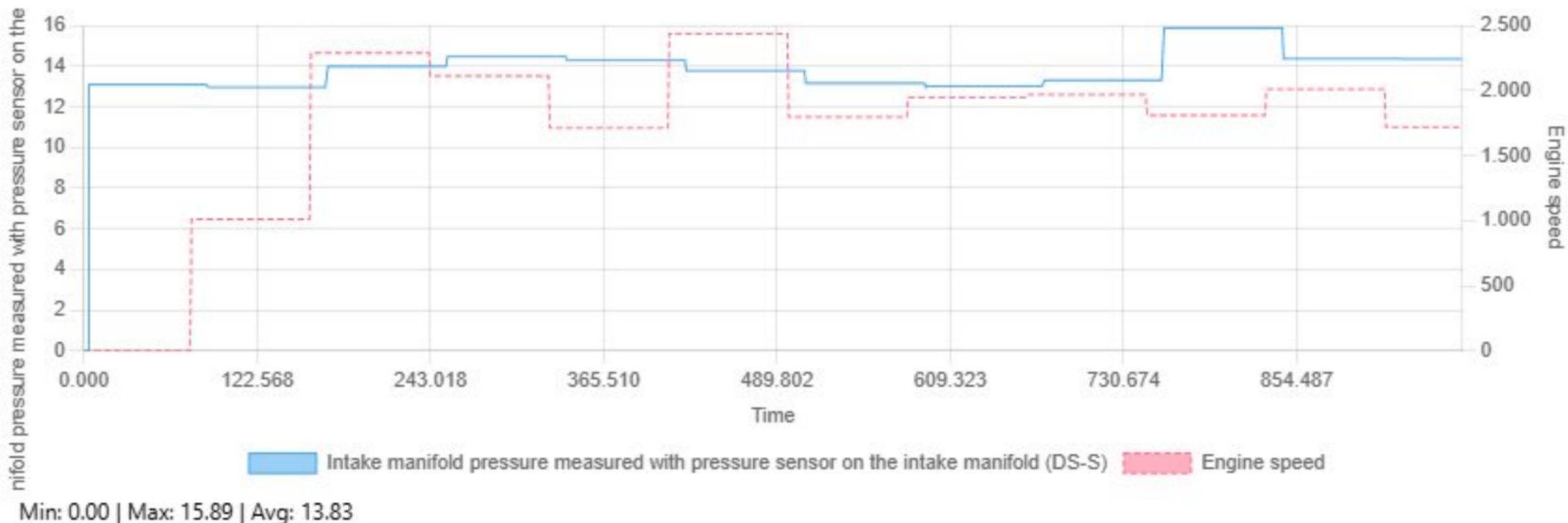
Min: 0.00 | Max: 15.08 | Avg: 13.81

Intake manifold absolute pressure measured vs Engine speed

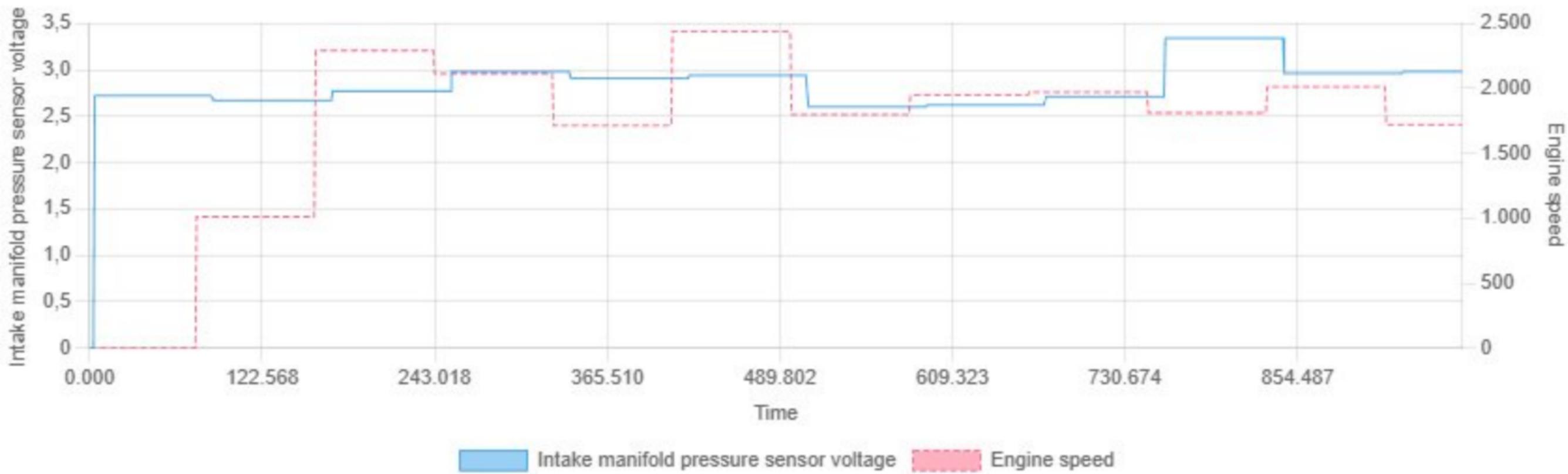


Min: 0.00 | Max: 15.48 | Avg: 13.85

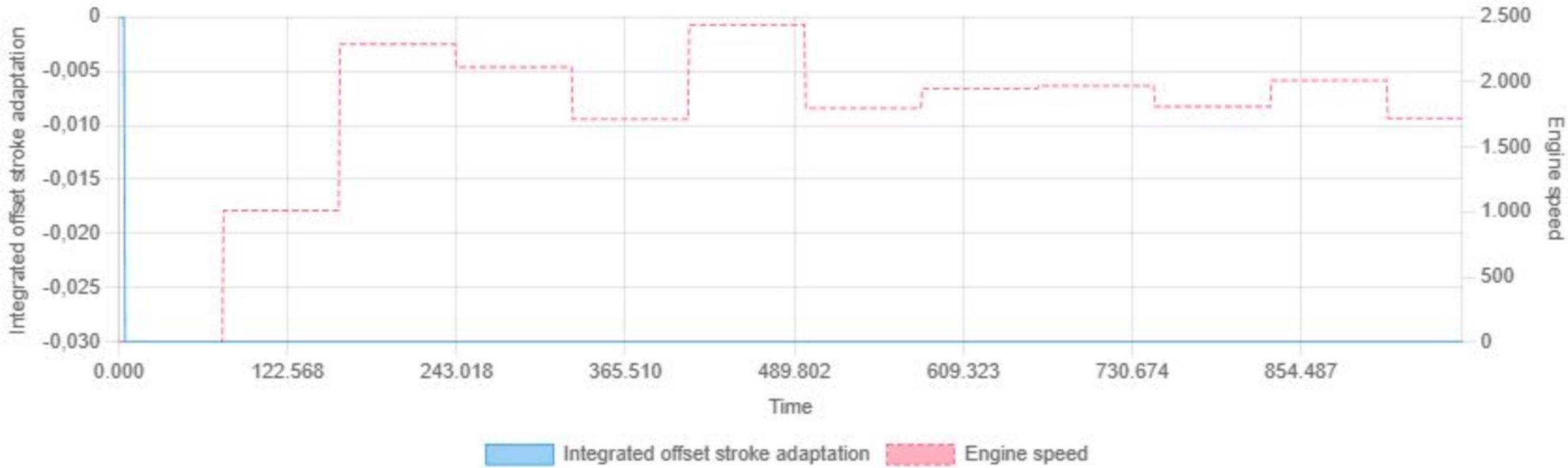
Intake manifold pressure measured with pressure sensor on the intake manifold (DS-S) vs Engine speed



Intake manifold pressure sensor voltage vs Engine speed

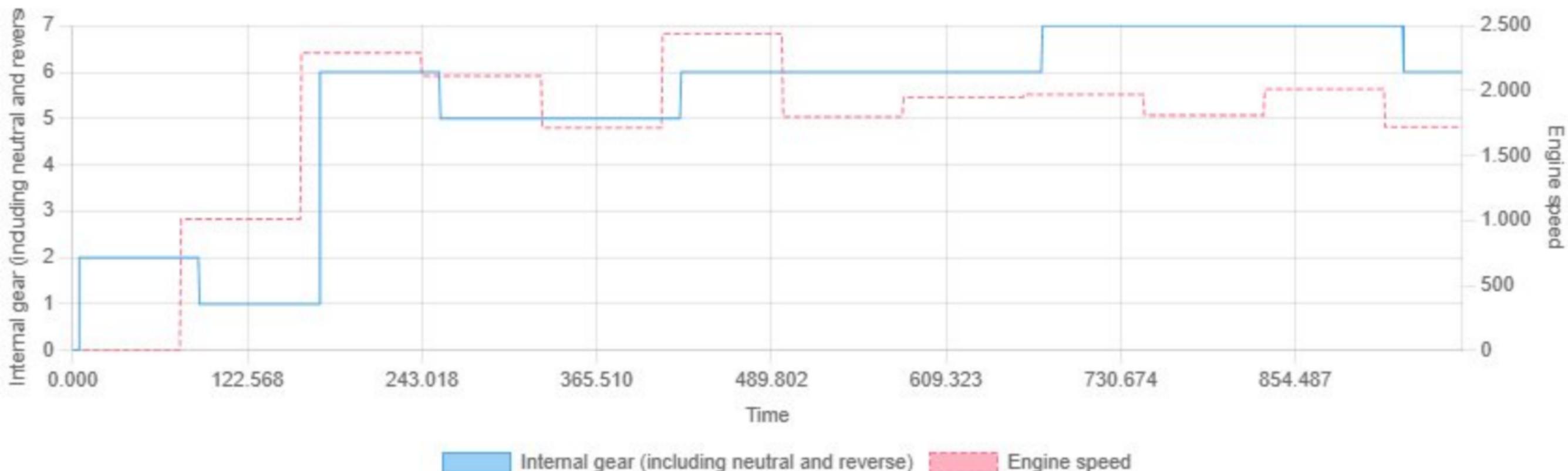


Integrated offset stroke adaptation vs Engine speed



Min: -0.03 | Max: 0.00 | Avg: -0.03

Internal gear (including neutral and reverse) vs Engine speed



Internal gear (including neutral and reverse) Engine speed

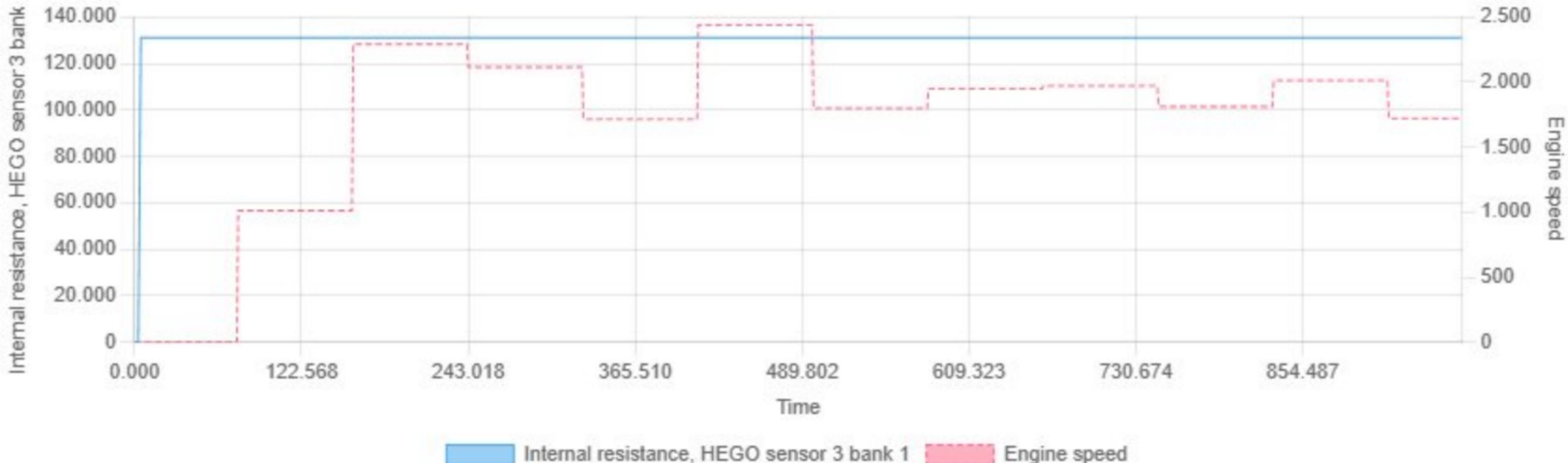
Min: 0.00 | Max: 7.00 | Avg: 5.28

Internal resistance of the store vs Engine speed



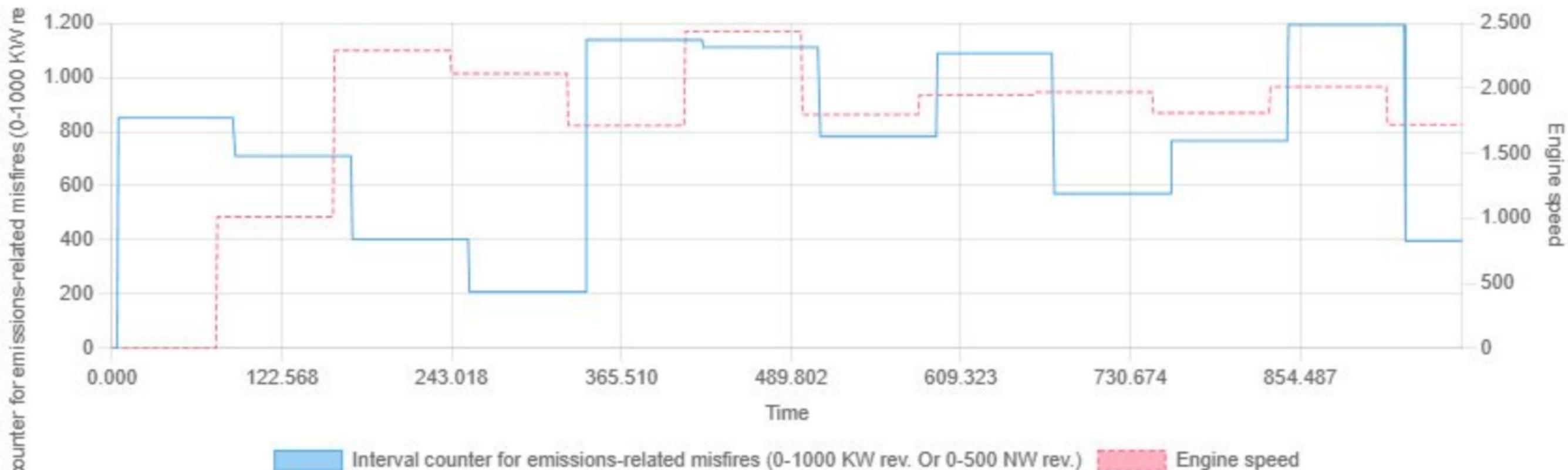
Min: 0.00 | Max: 3.77 | Avg: 3.74

Internal resistance, HEGO sensor 3 bank 1 vs Engine speed



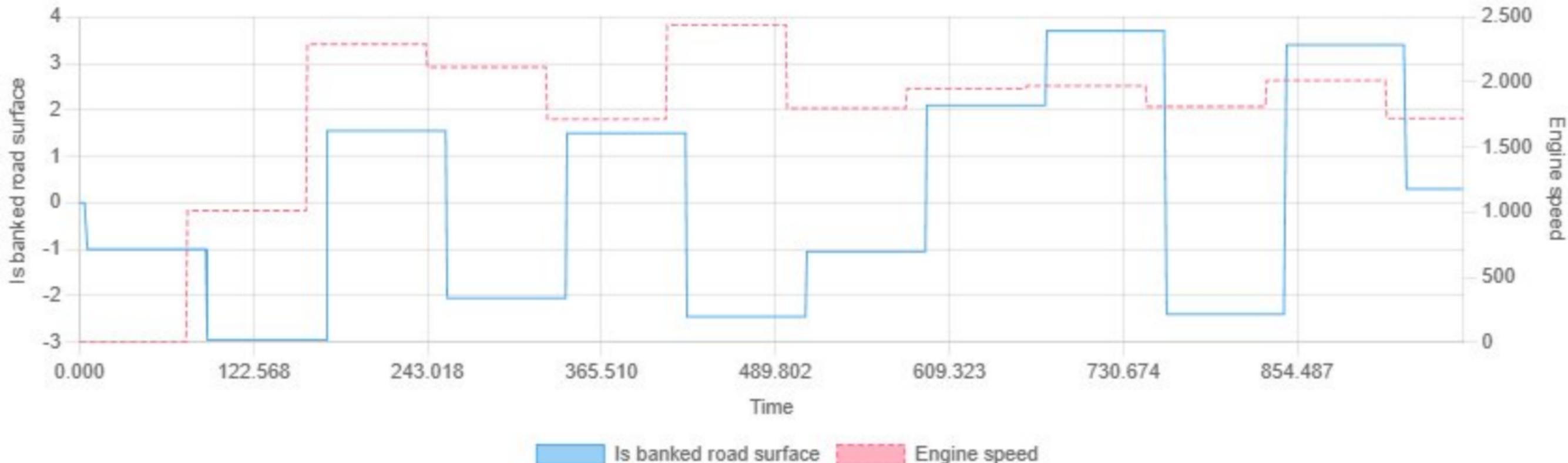
Min: 0.00 | Max: 131070.00 | Avg: 130471.39

Interval counter for emissions-related misfires (0-1000 KW rev. Or 0-500 NW rev.) vs Engine speed



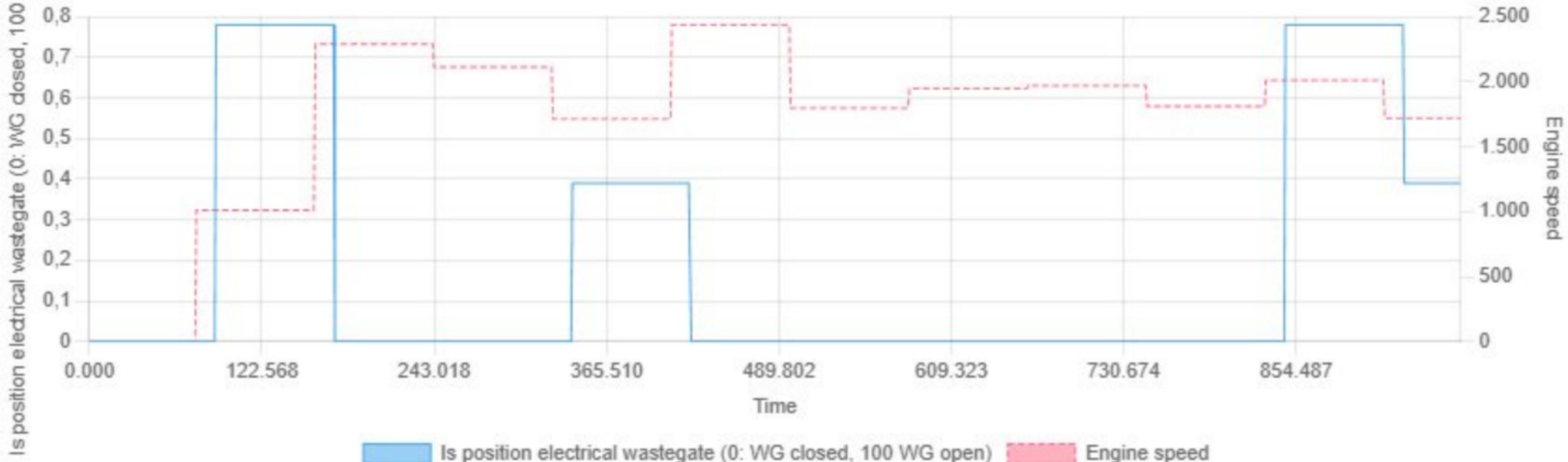
Min: 0.00 | Max: 1195.00 | Avg: 781.15

Is banked road surface vs Engine speed



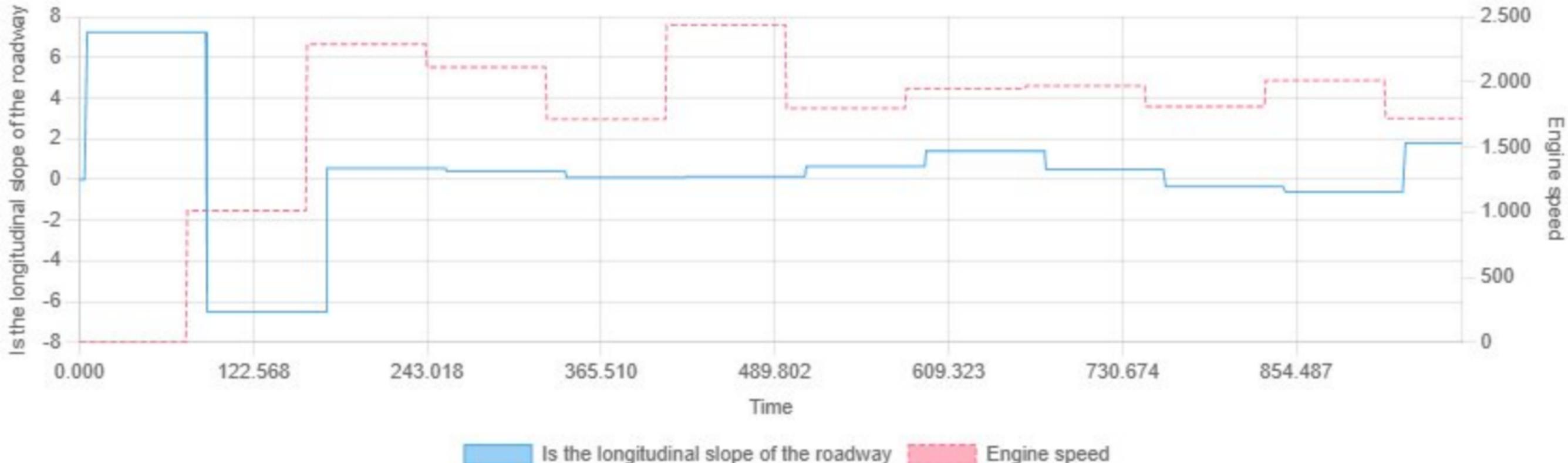
Min: -2.95 | Max: 3.70 | Avg: 0.04

Is position electrical wastegate (0: WG closed, 100 WG open) vs Engine speed



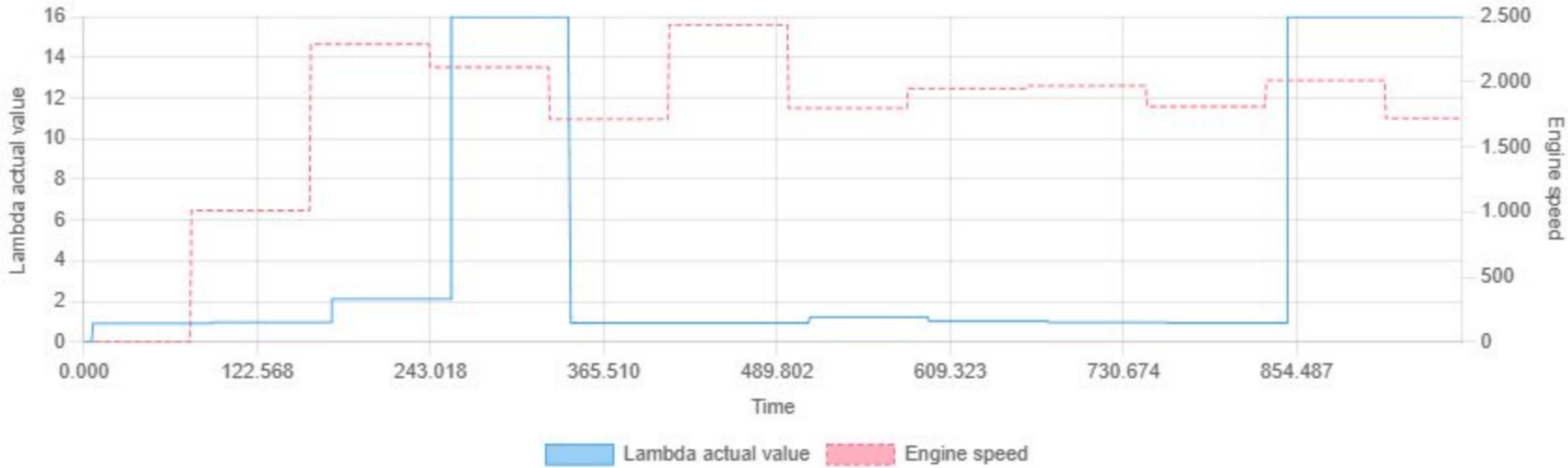
Min: 0.00 | Max: 0.78 | Avg: 0.19

Is the longitudinal slope of the roadway vs Engine speed



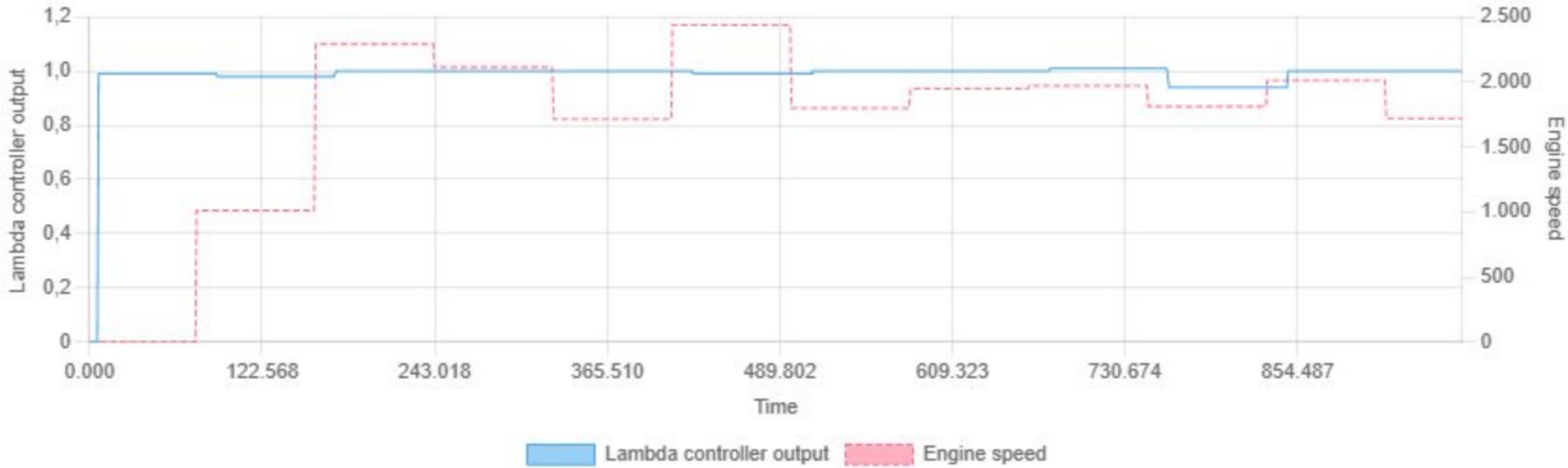
Min: -6.50 | Max: 7.25 | Avg: 0.38

Lambda actual value vs Engine speed



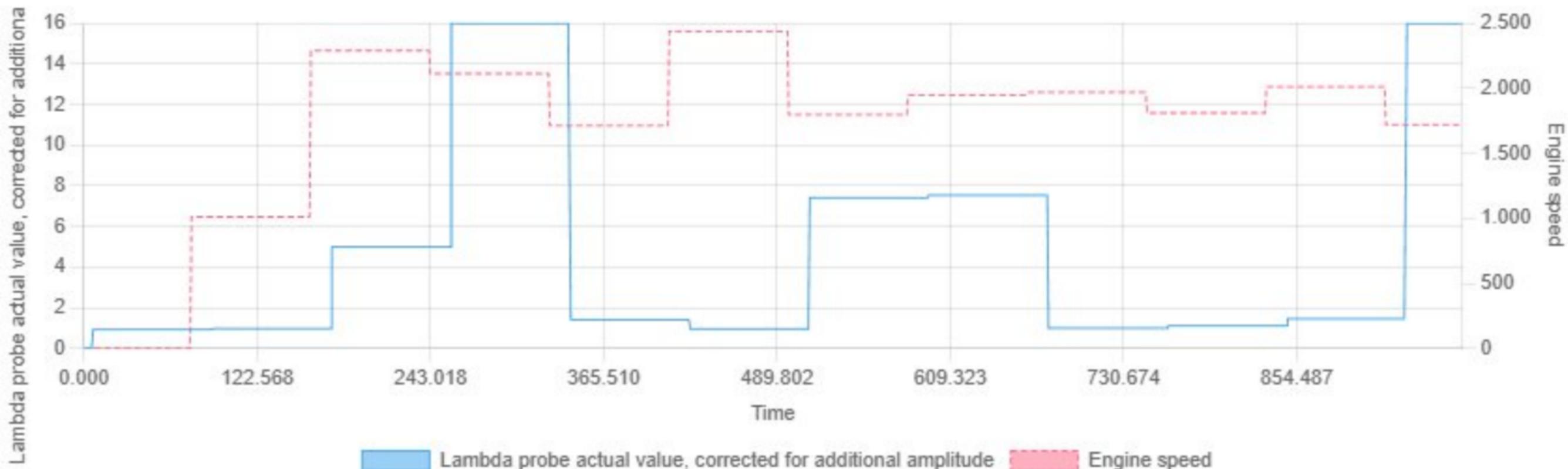
Min: 0.00 | Max: 16.00 | Avg: 4.30

Lambda controller output vs Engine speed



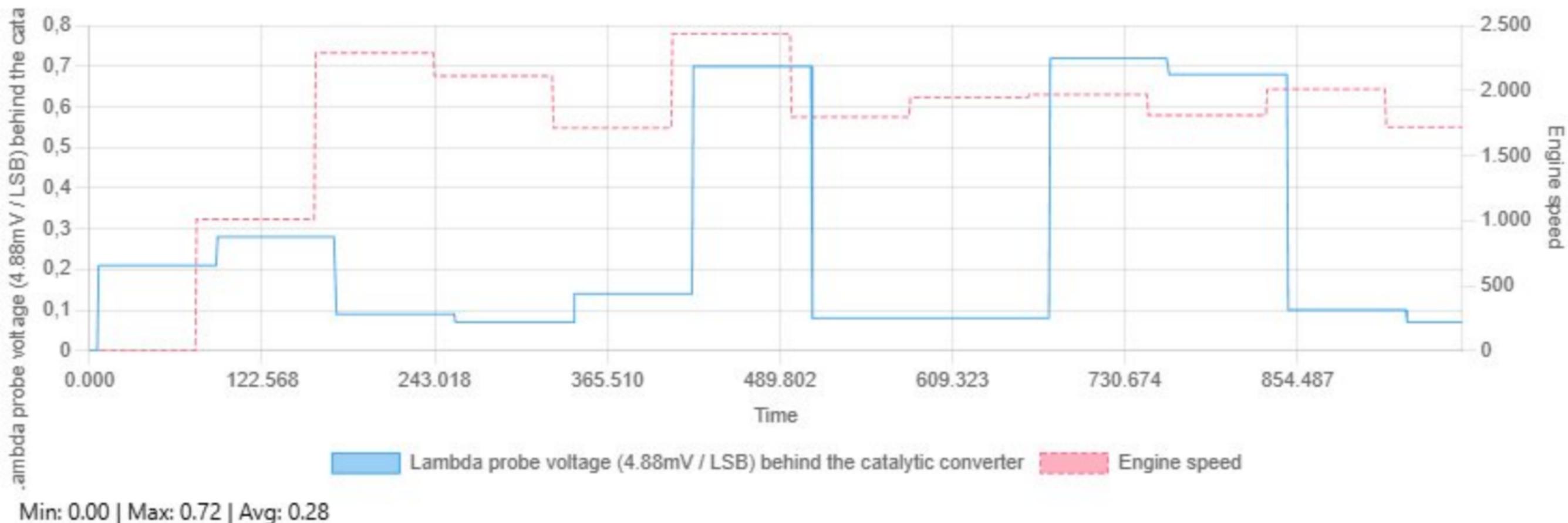
Min: 0.00 | Max: 1.01 | Avg: 0.99

Lambda probe actual value, corrected for additional amplitude vs Engine speed

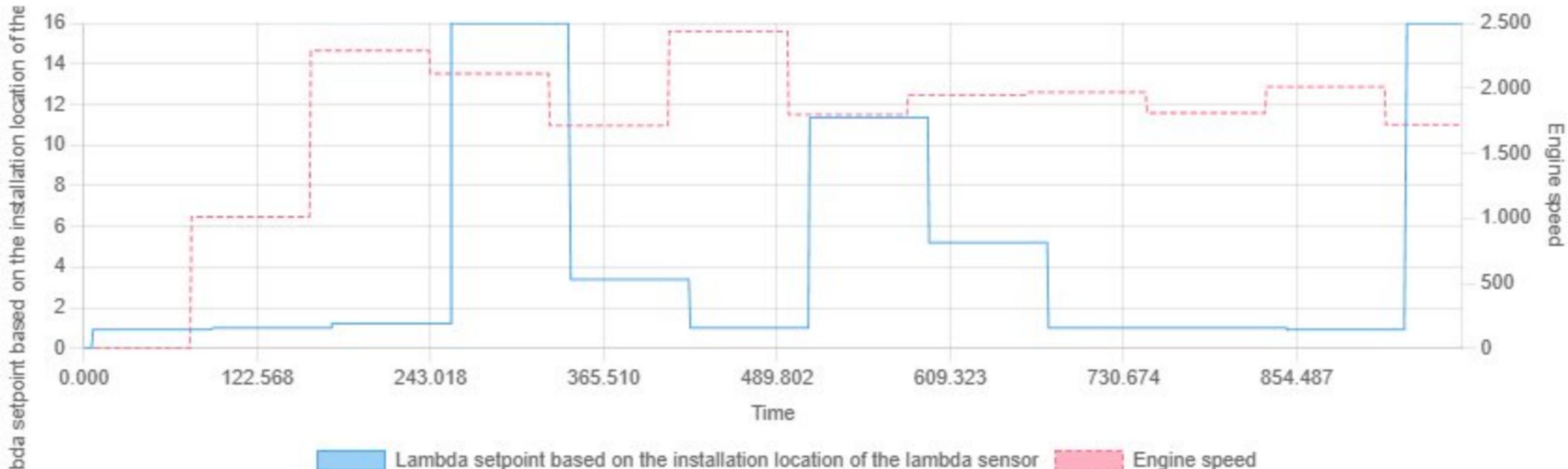


Min: 0.00 | Max: 16.00 | Avg: 4.45

Lambda probe voltage (4.88mV / LSB) behind the catalytic converter vs Engine speed

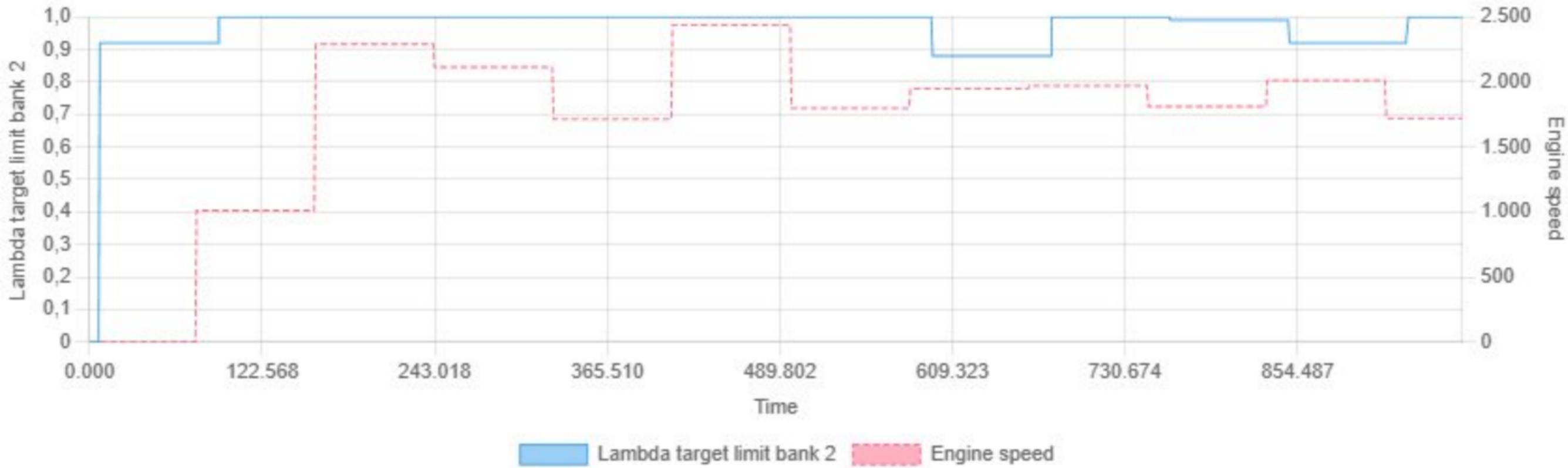


Lambda setpoint based on the installation location of the lambda sensor vs Engine speed



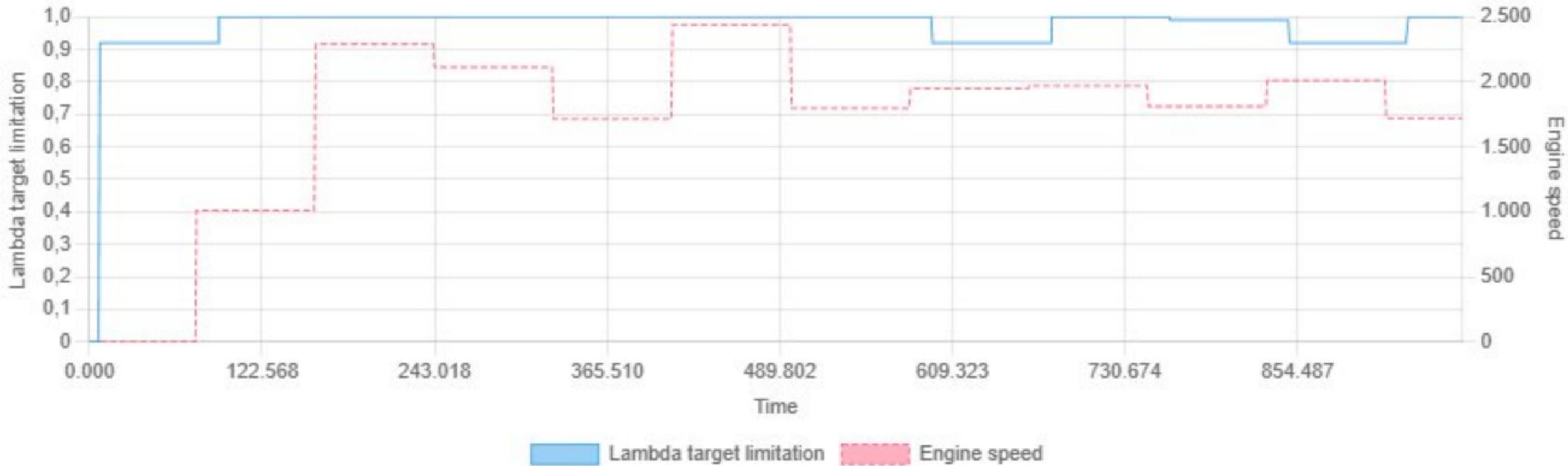
Min: 0.00 | Max: 16.00 | Avg: 4.38

Lambda target limit bank 2 vs Engine speed



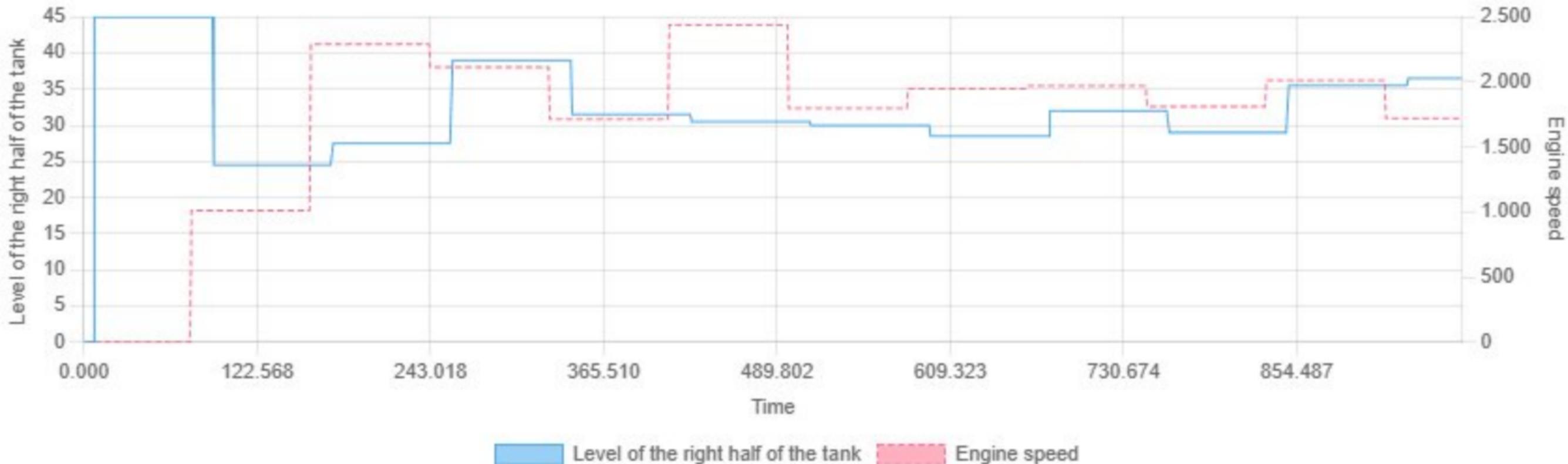
Min: 0.00 | Max: 1.00 | Avg: 0.97

Lambda target limitation vs Engine speed



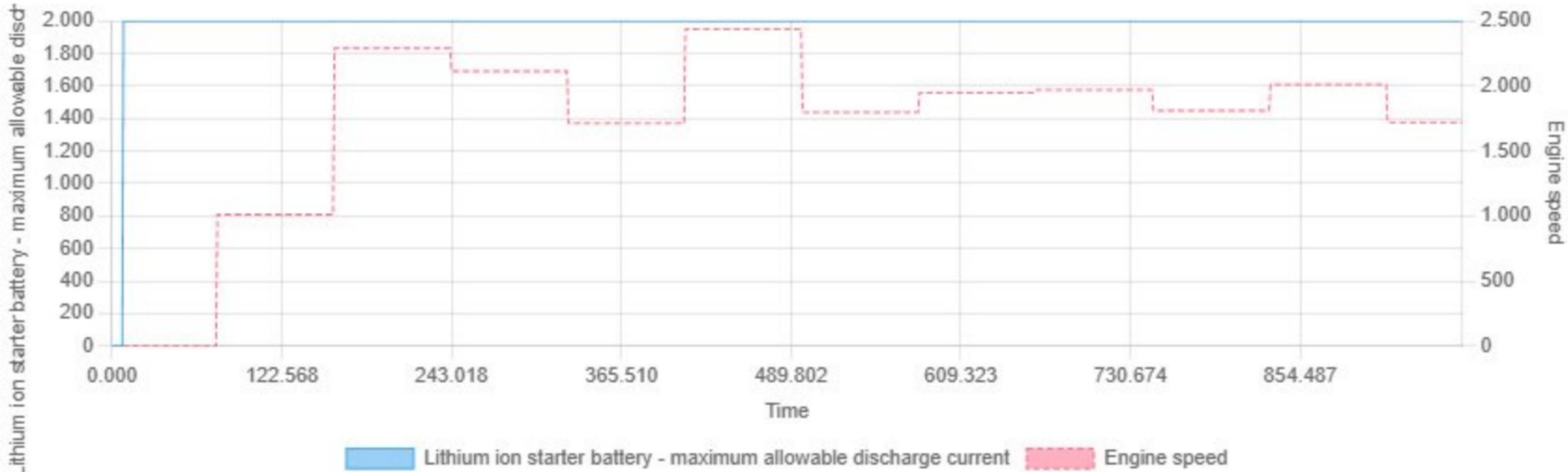
Min: 0.00 | Max: 1.00 | Avg: 0.97

Level of the right half of the tank vs Engine speed



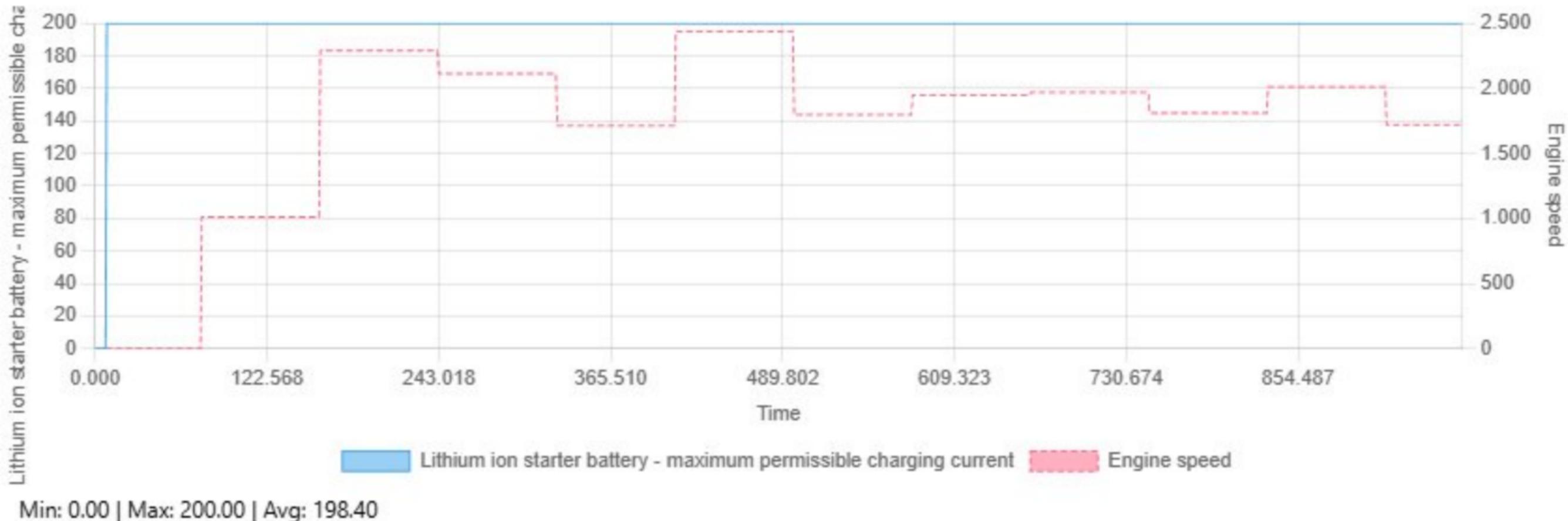
Min: 0.00 | Max: 45.00 | Avg: 32.03

Lithium ion starter battery - maximum allowable discharge current vs Engine speed

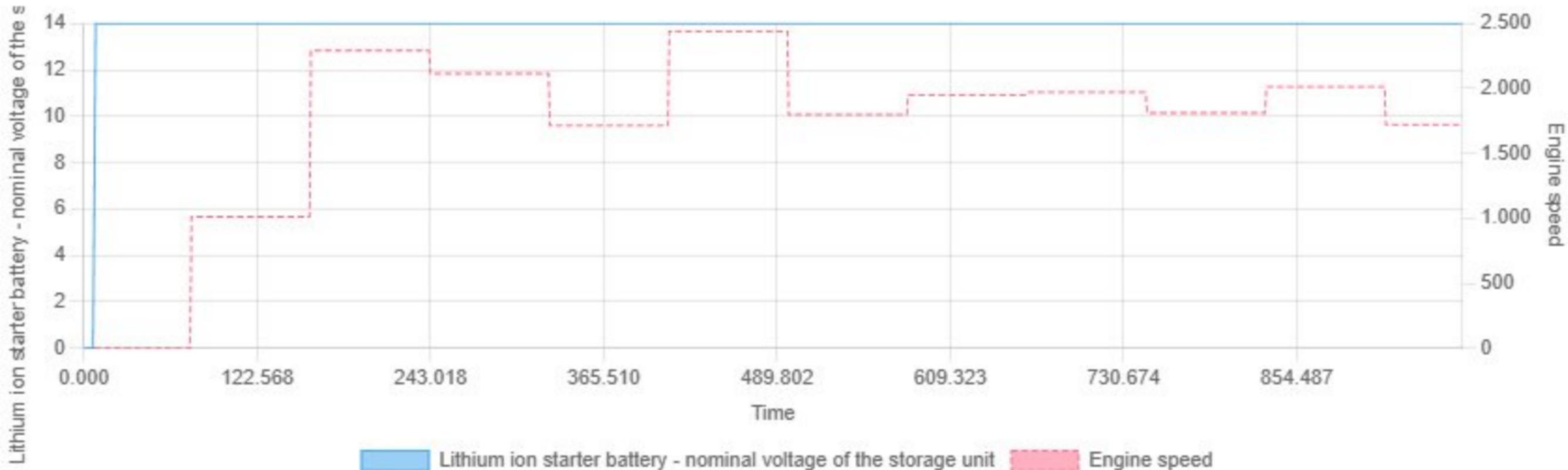


Min: 0.00 | Max: 2000.00 | Avg: 1984.40

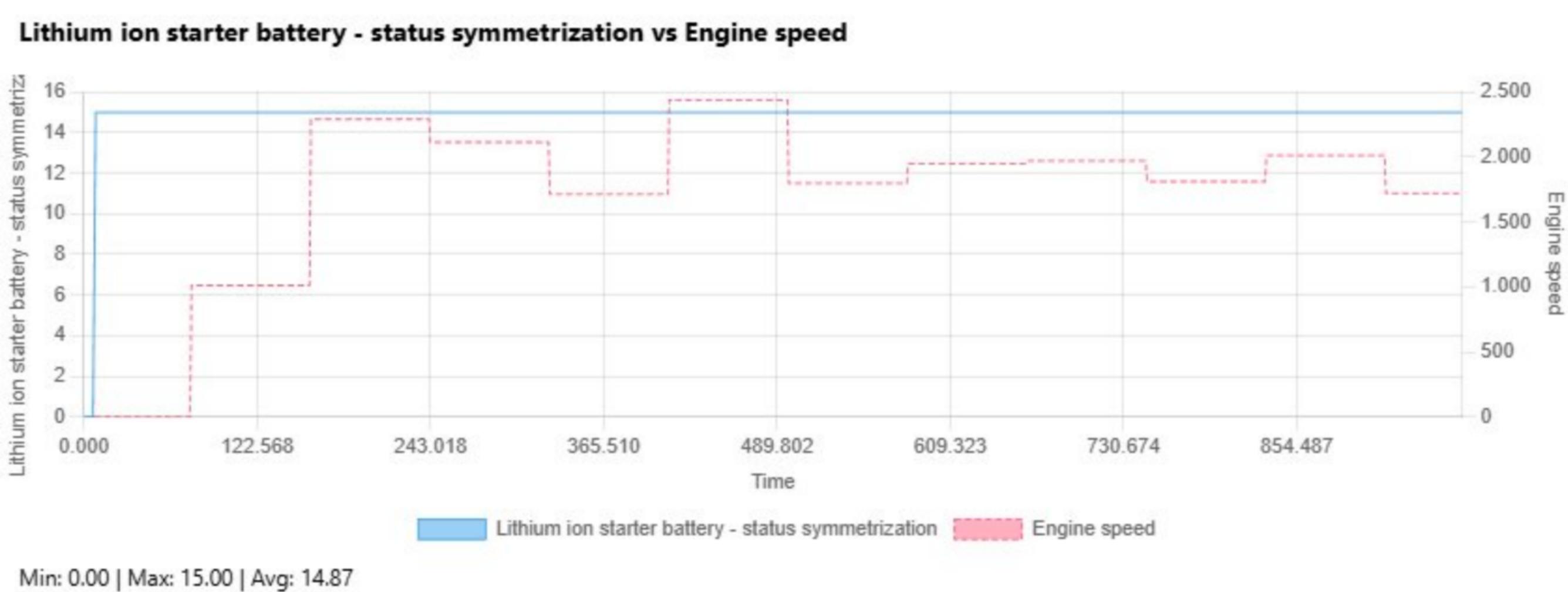
Lithium ion starter battery - maximum permissible charging current vs Engine speed



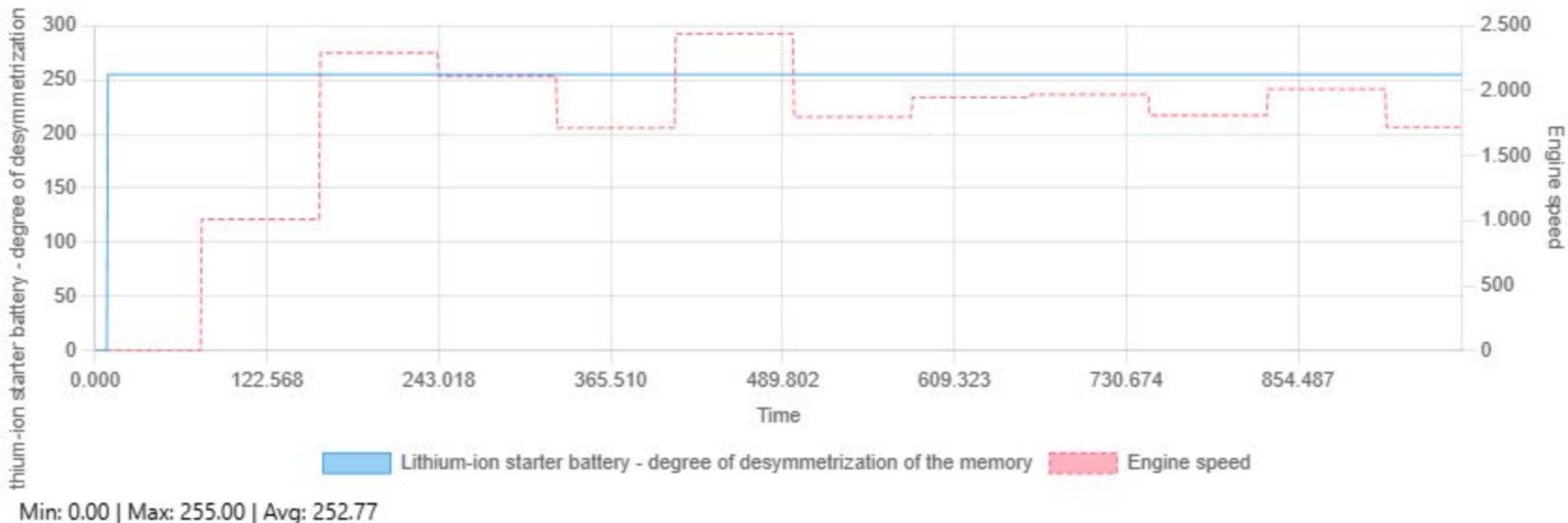
Lithium ion starter battery - nominal voltage of the storage unit vs Engine speed



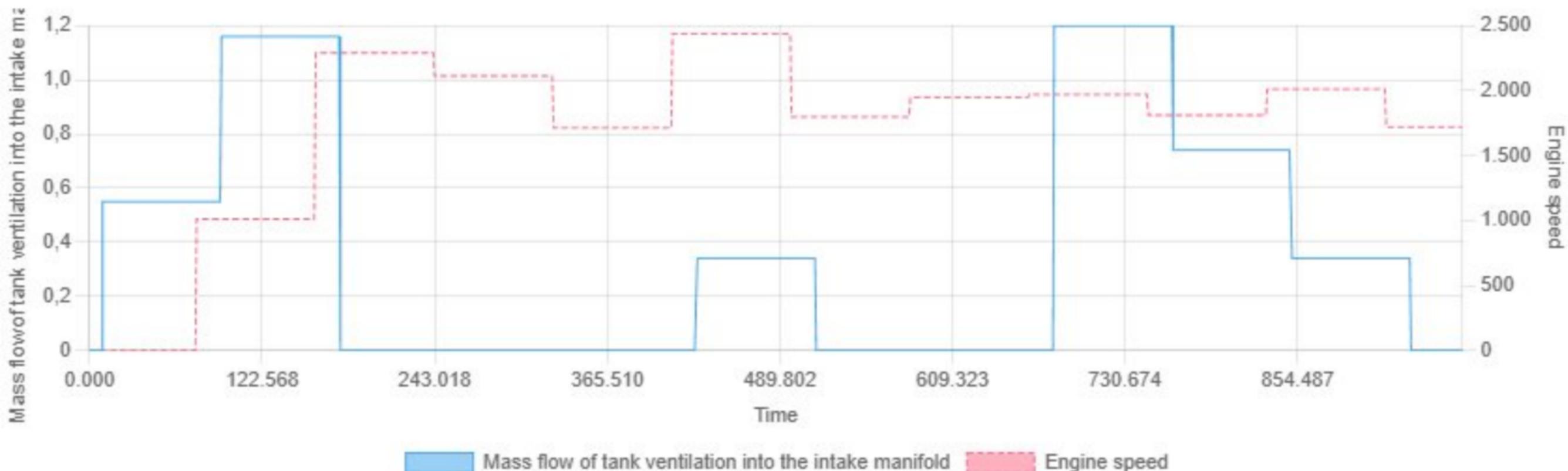
Min: 0.00 | Max: 14.00 | Avg: 13.89



Lithium-ion starter battery - degree of desymmetrization of the memory vs Engine speed

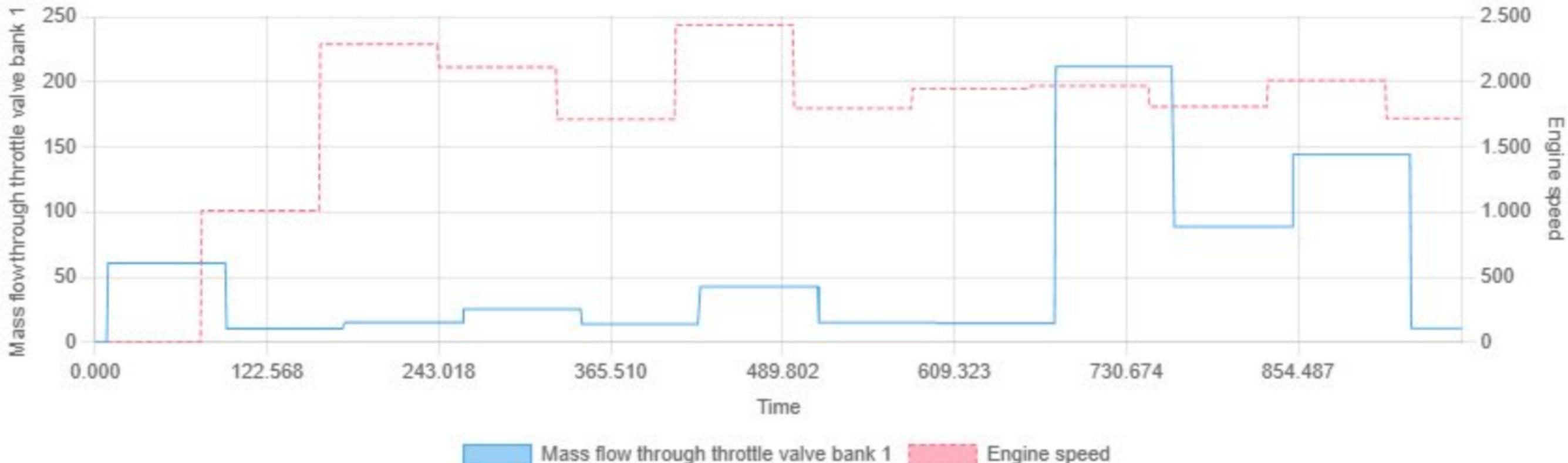


Mass flow of tank ventilation into the intake manifold vs Engine speed



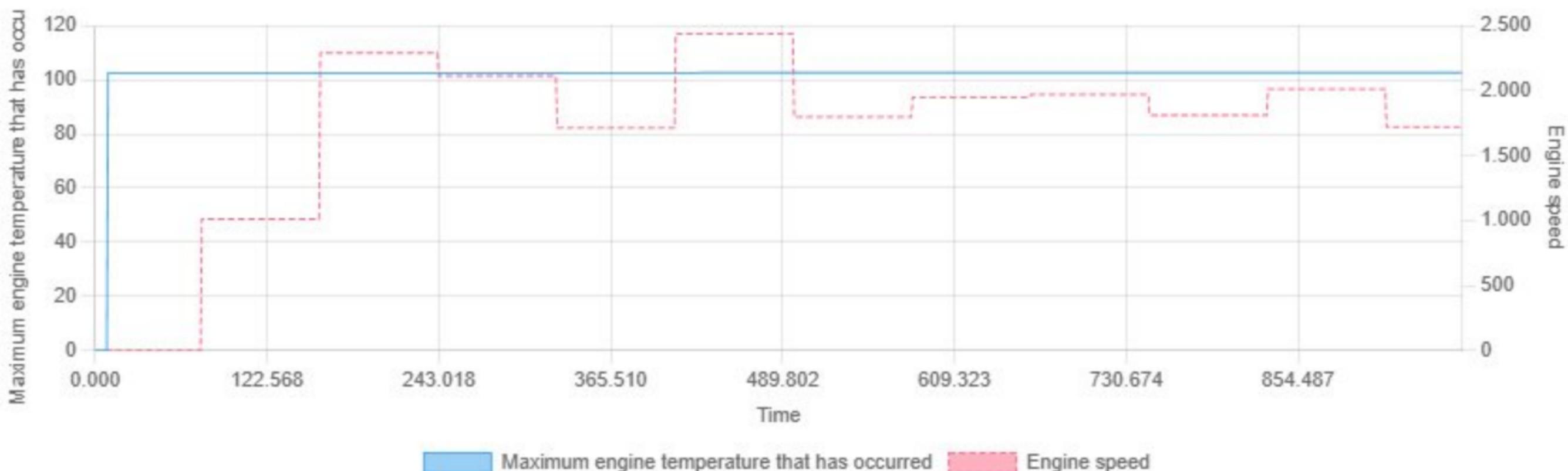
Min: 0.00 | Max: 1.20 | Avg: 0.37

Mass flow through throttle valve bank 1 vs Engine speed



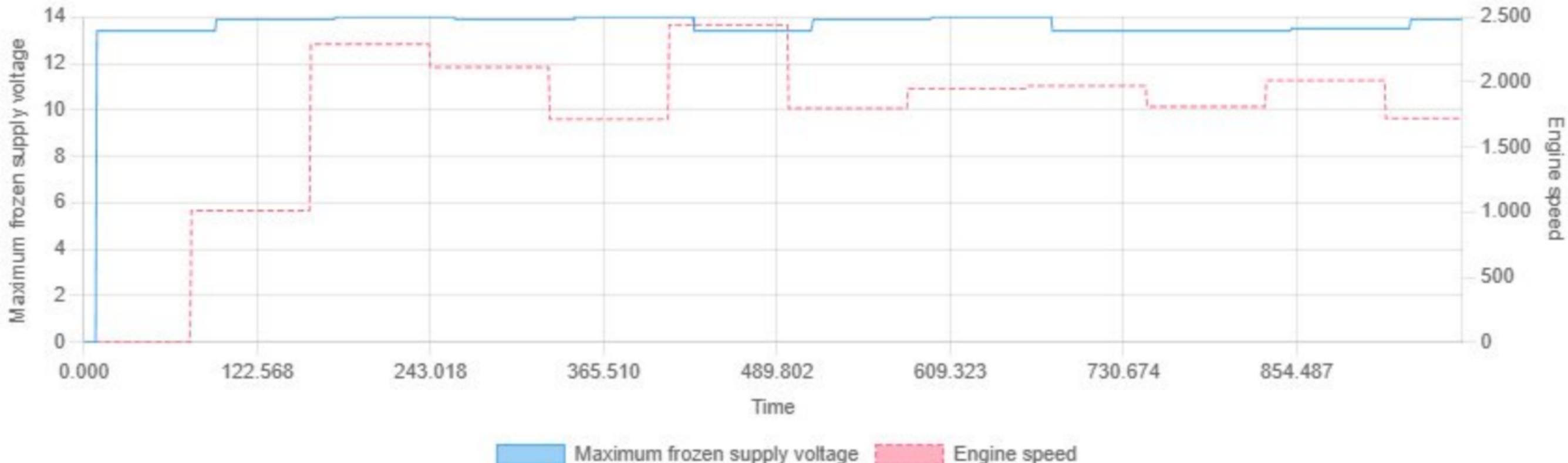
Min: 0.00 | Max: 211.78 | Avg: 56.09

Maximum engine temperature that has occurred vs Engine speed

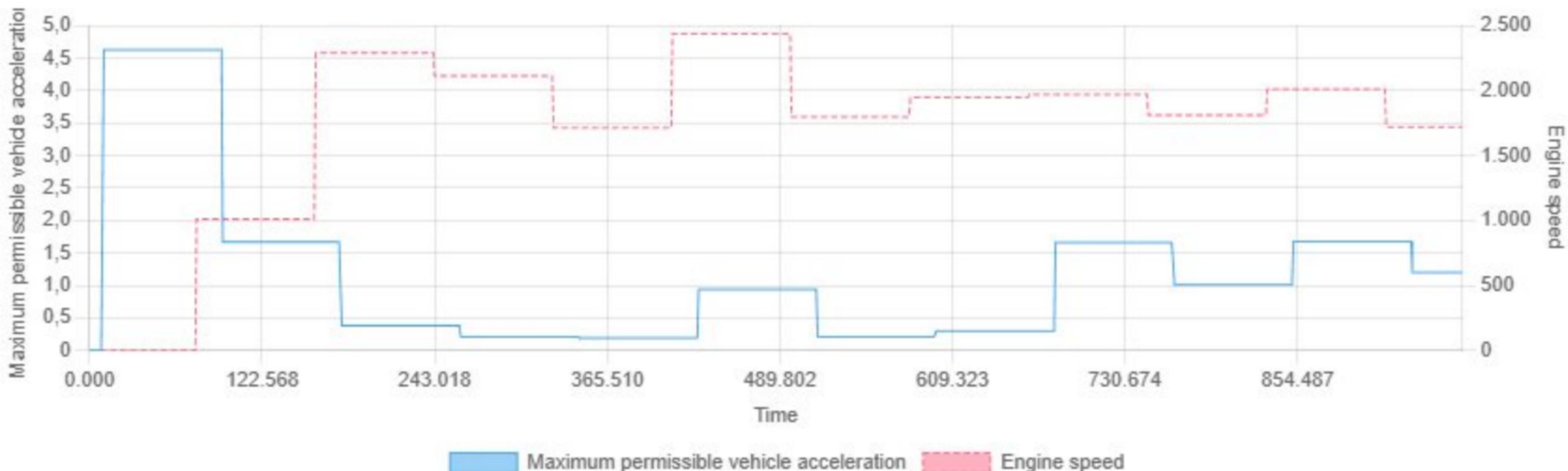


Min: 0.00 | Max: 102.66 | Avg: 101.66

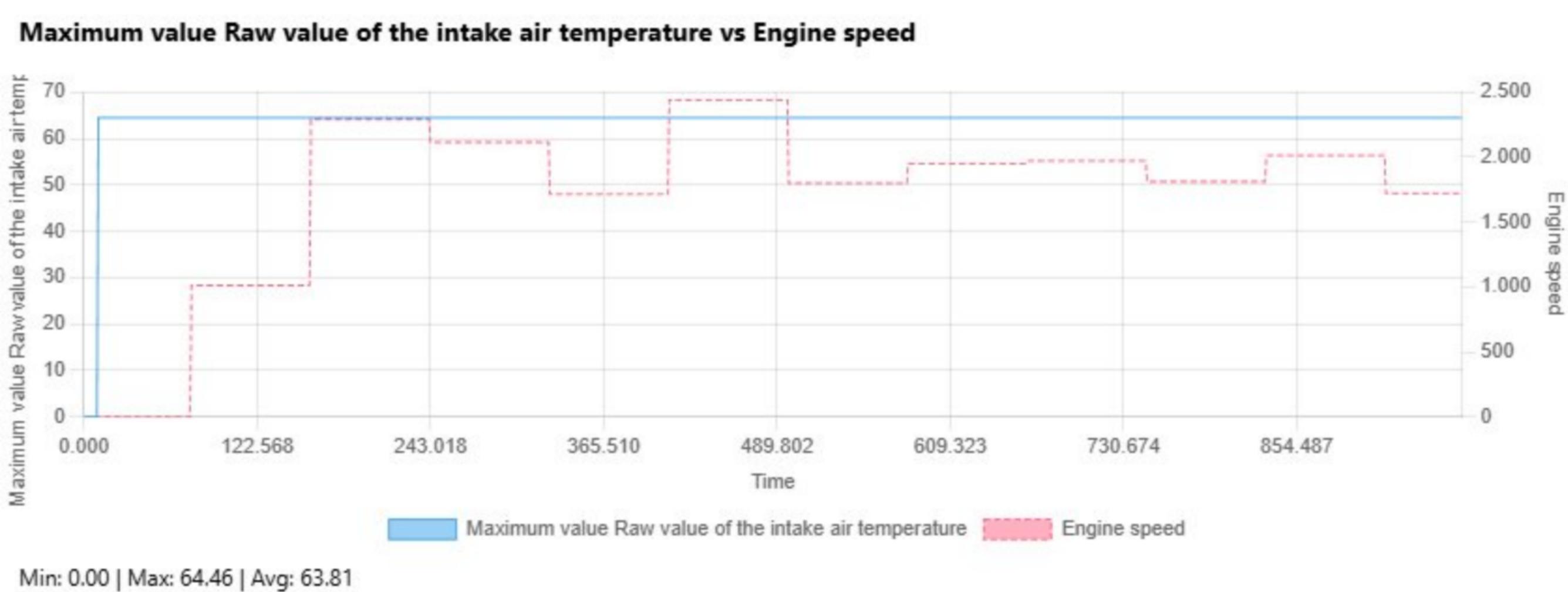
Maximum frozen supply voltage vs Engine speed



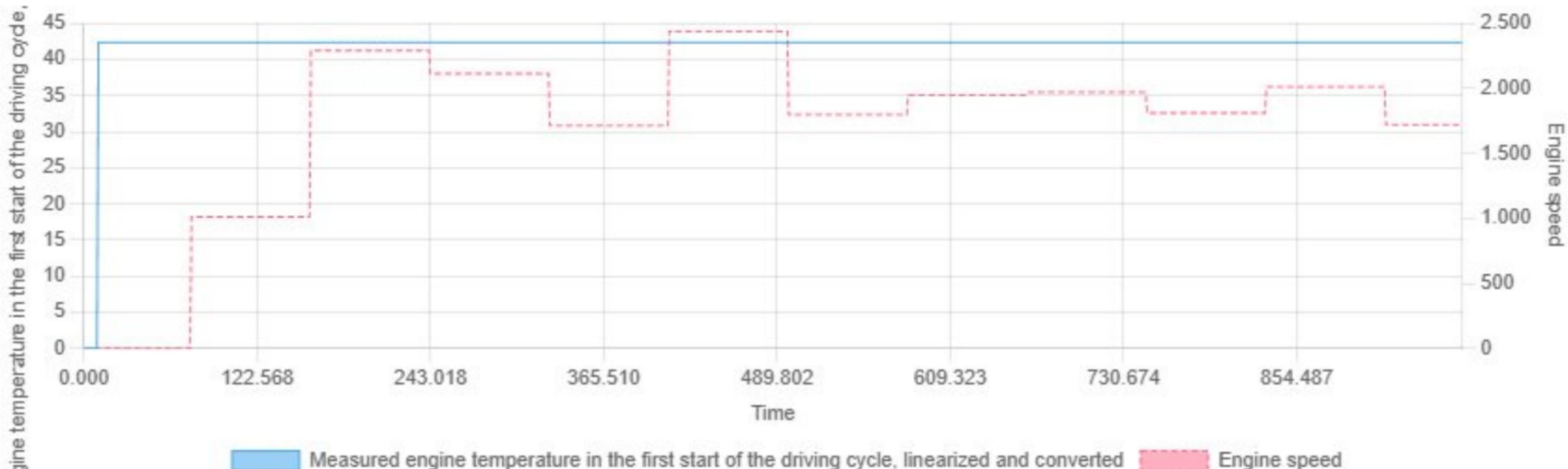
Maximum permissible vehicle acceleration vs Engine speed



Min: 0.00 | Max: 4.63 | Avg: 1.16

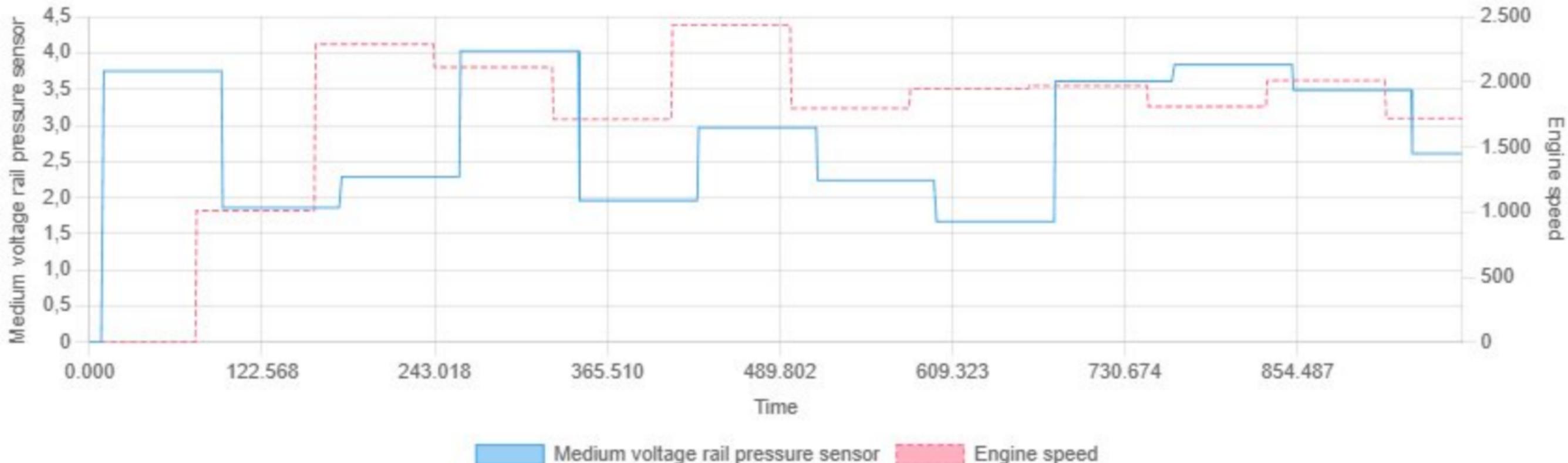


Measured engine temperature in the first start of the driving cycle, linearized and converted vs Engine speed



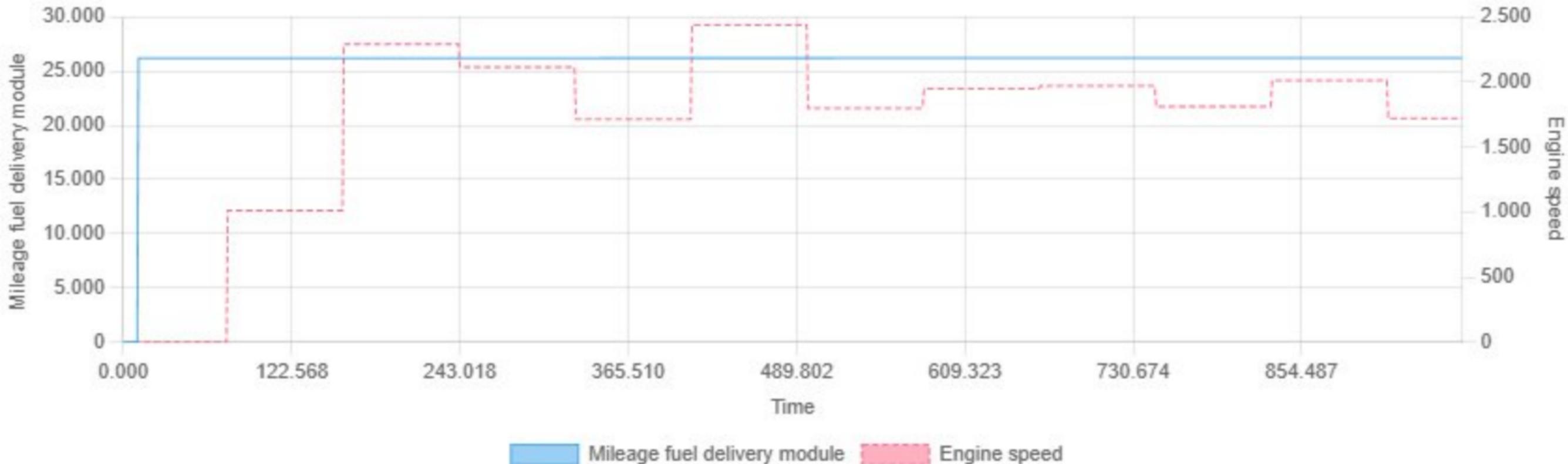
Min: 0.00 | Max: 42.36 | Avg: 41.92

Medium voltage rail pressure sensor vs Engine speed



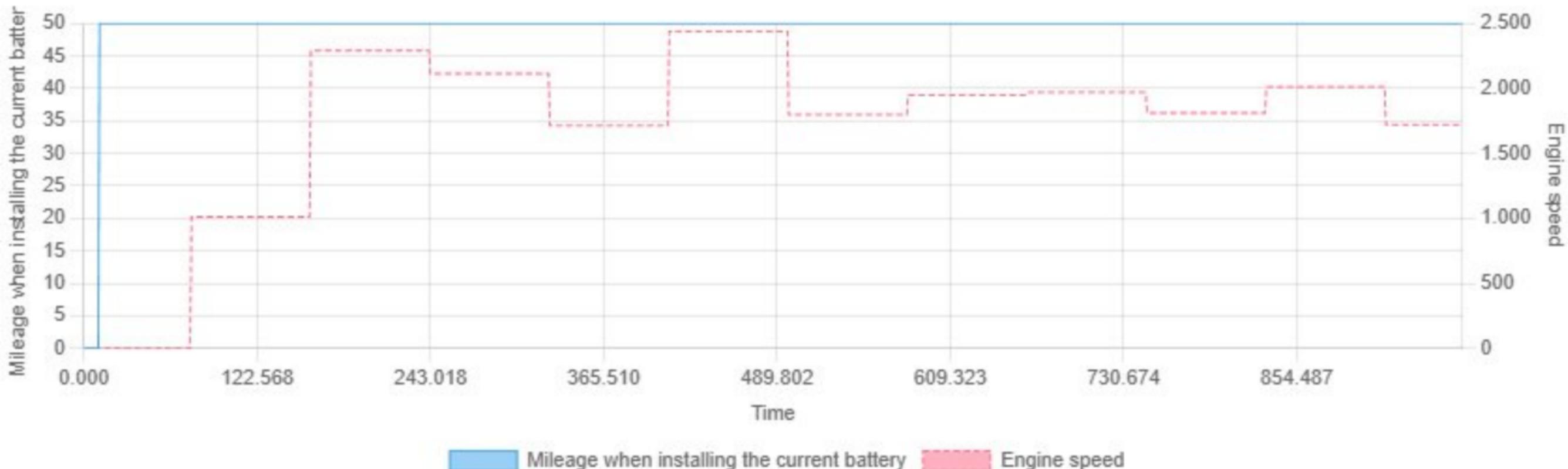
Min: 0.00 | Max: 4.03 | Avg: 2.84

Mileage fuel delivery module vs Engine speed



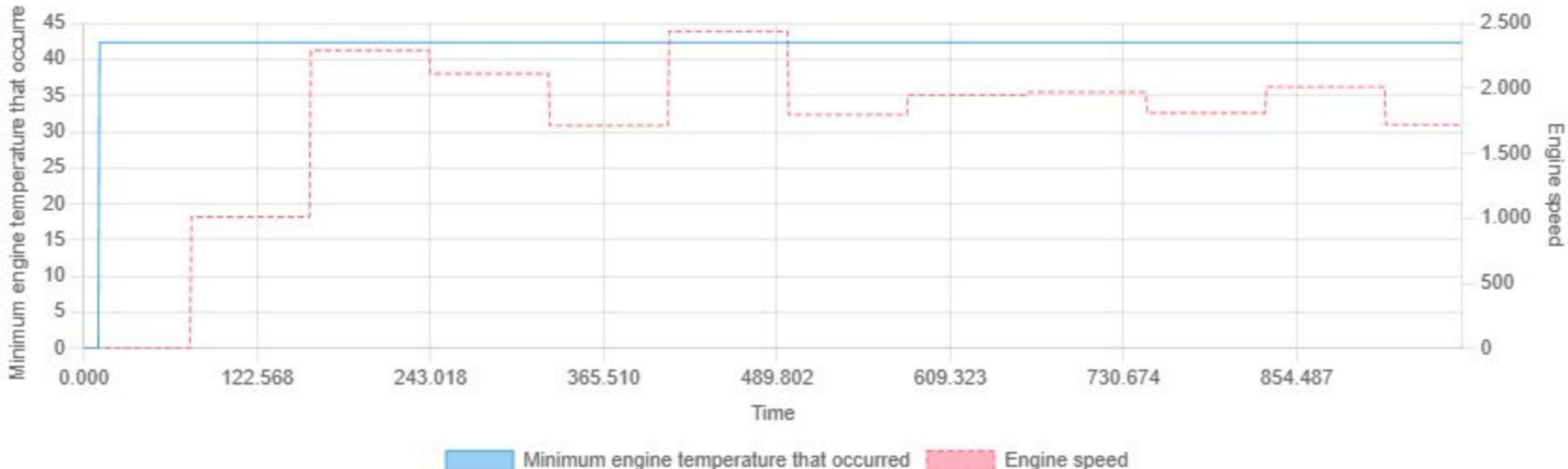
Min: 0.00 | Max: 26220.00 | Avg: 25928.64

Mileage when installing the current battery vs Engine speed



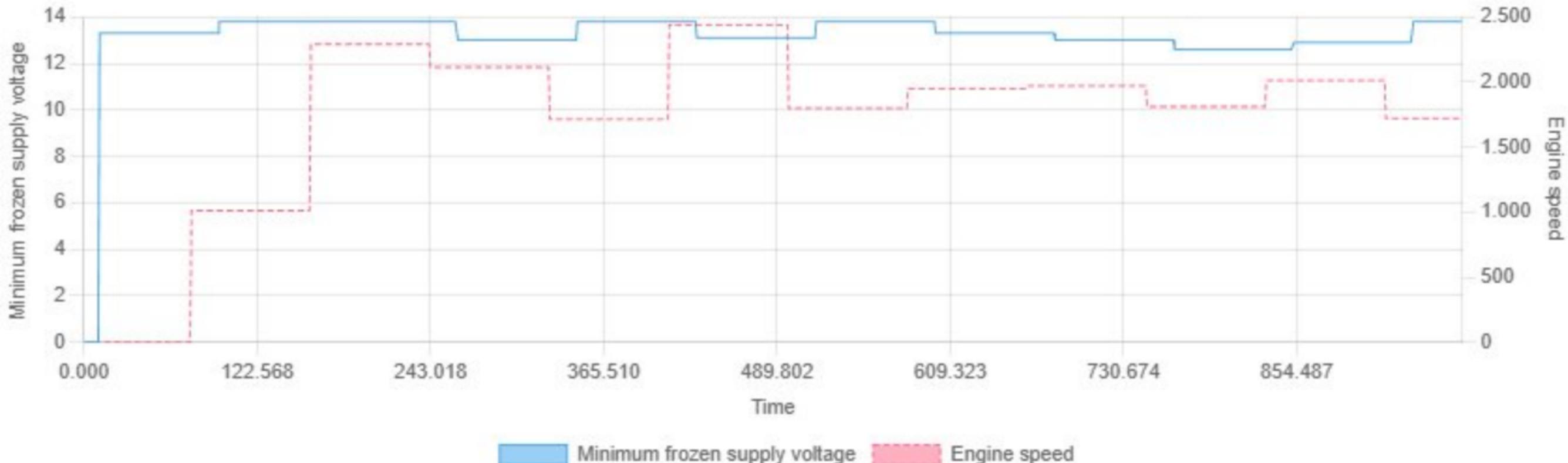
Min: 0.00 | Max: 50.00 | Avg: 49.46

Minimum engine temperature that occurred vs Engine speed

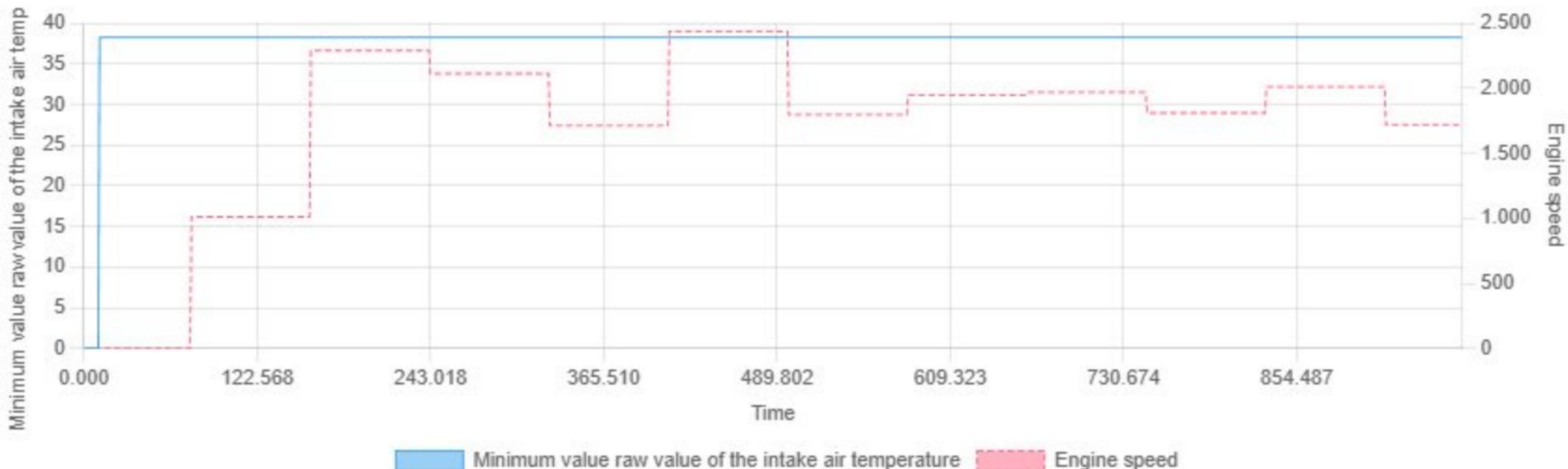


Min: 0.00 | Max: 42.36 | Avg: 41.89

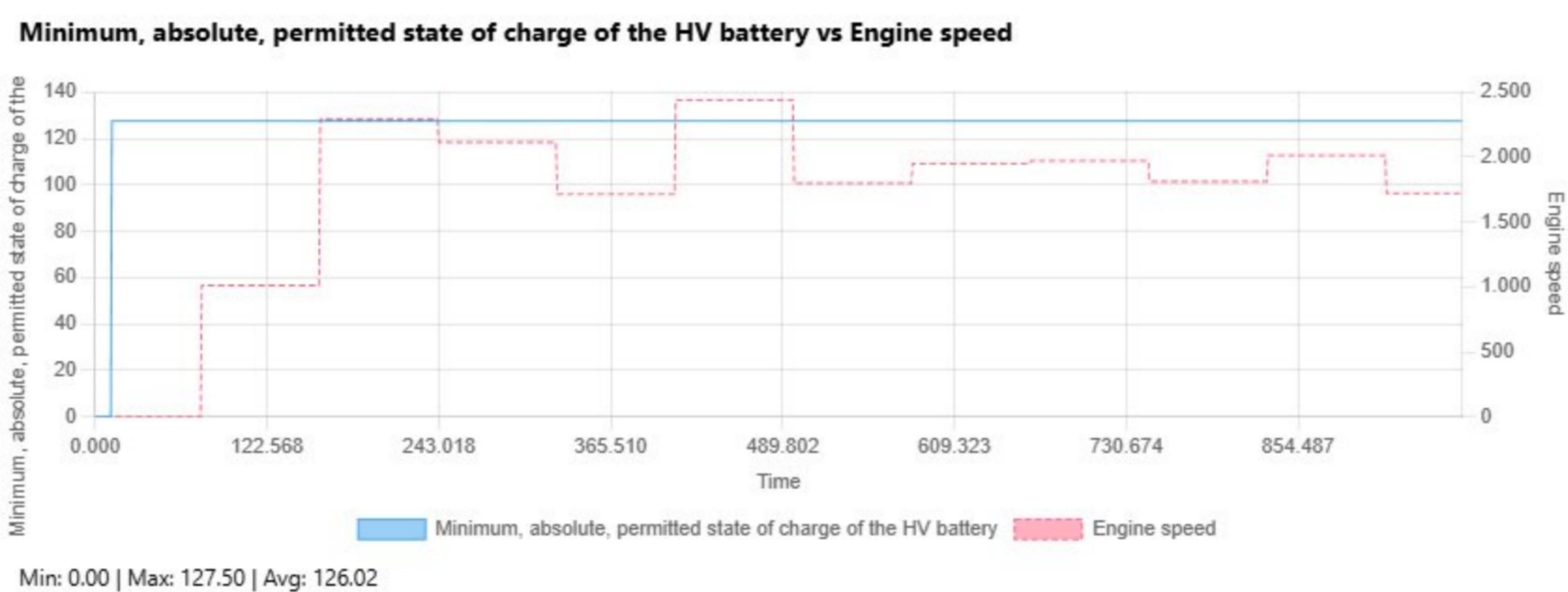
Minimum frozen supply voltage vs Engine speed



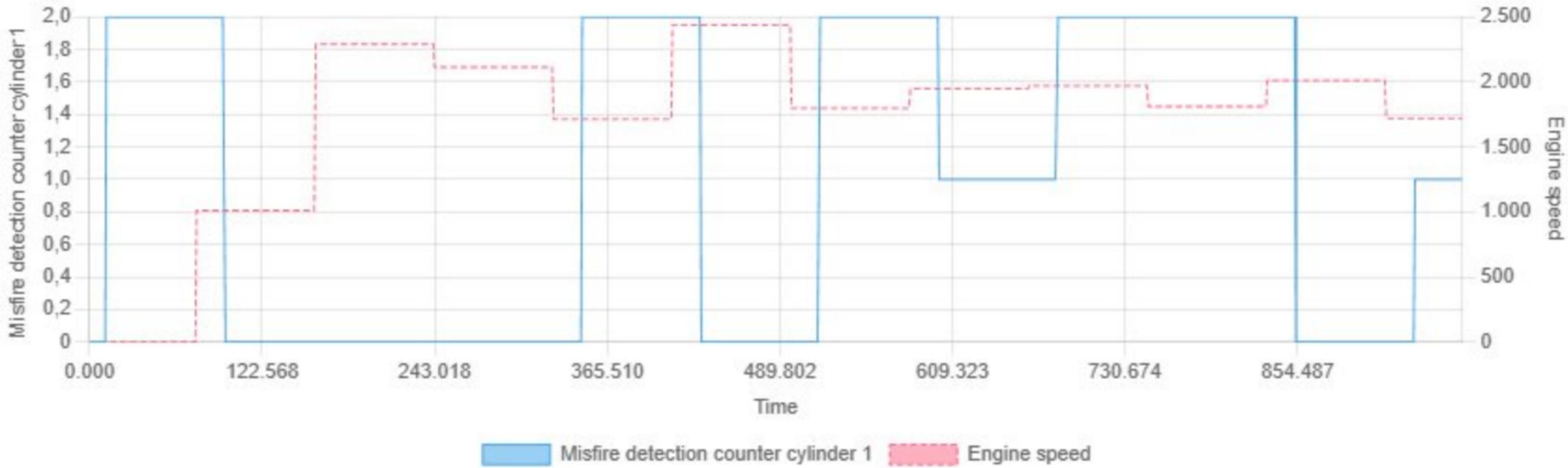
Minimum value raw value of the intake air temperature vs Engine speed



Min: 0.00 | Max: 38.26 | Avg: 37.82



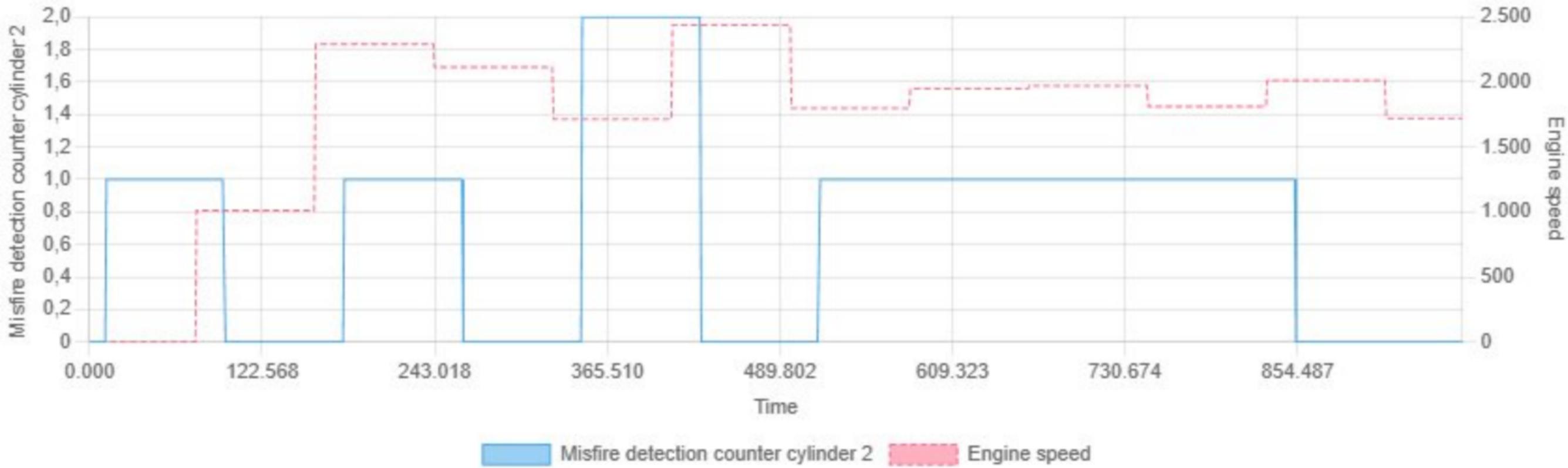
Misfire detection counter cylinder 1 vs Engine speed



Misfire detection counter cylinder 1 Engine speed

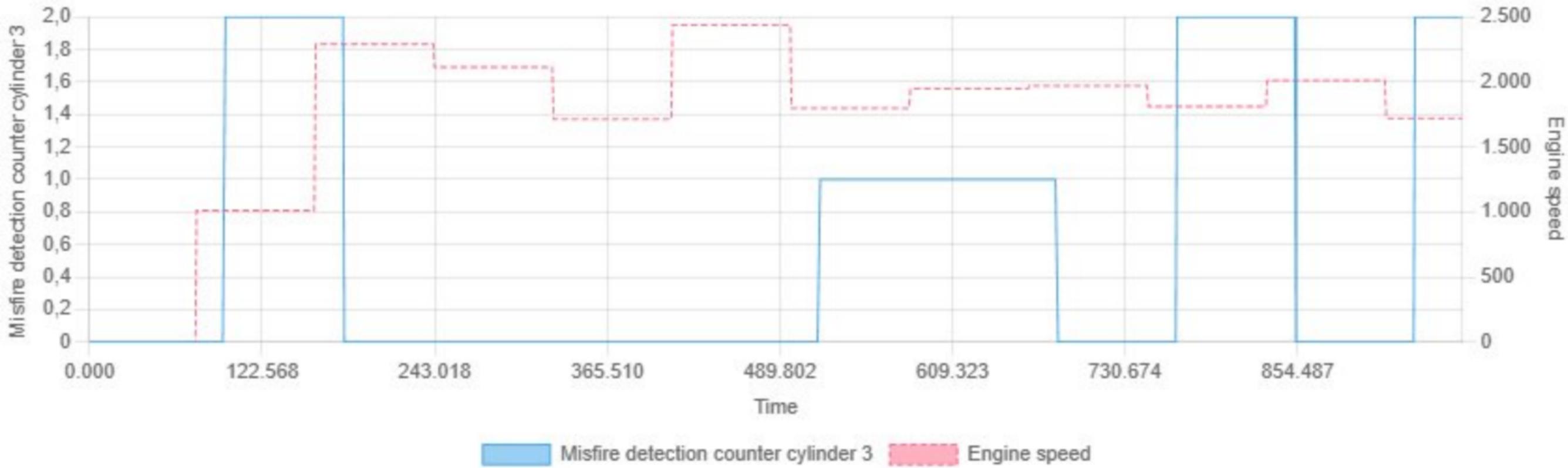
Min: 0.00 | Max: 2.00 | Avg: 0.99

Misfire detection counter cylinder 2 vs Engine speed



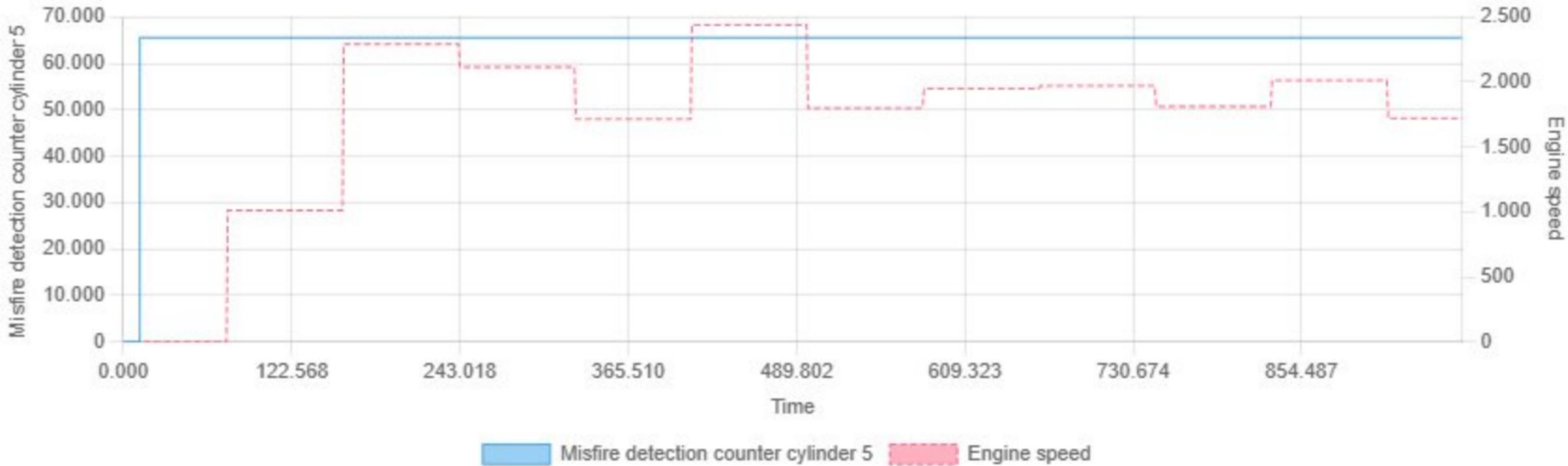
Min: 0.00 | Max: 2.00 | Avg: 0.69

Misfire detection counter cylinder 3 vs Engine speed



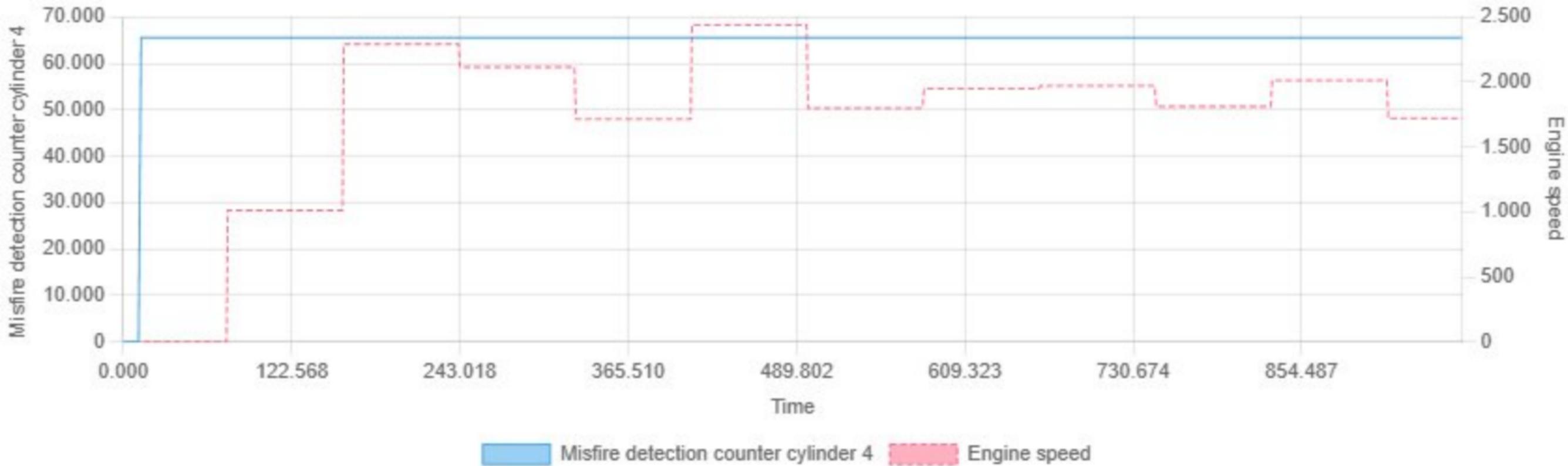
Min: 0.00 | Max: 2.00 | Avg: 0.59

Misfire detection counter cylinder 5 vs Engine speed



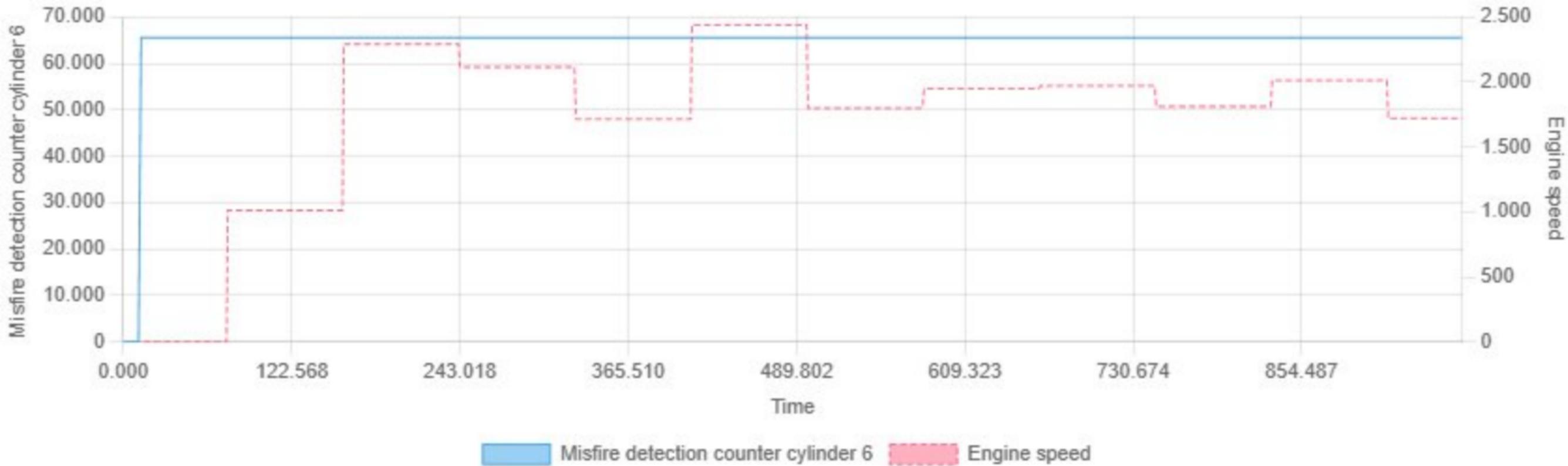
Min: 0.00 | Max: 65535.00 | Avg: 64724.39

Misfire detection counter cylinder 4 vs Engine speed



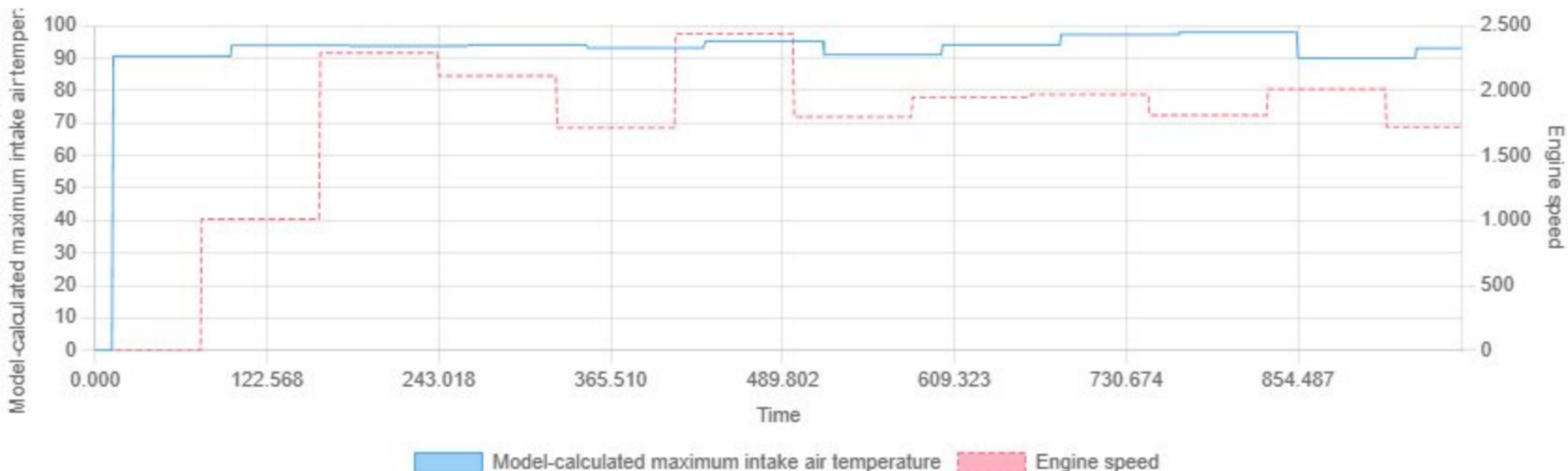
Min: 0.00 | Max: 65535.00 | Avg: 64711.92

Misfire detection counter cylinder 6 vs Engine speed



Min: 0.00 | Max: 65535.00 | Avg: 64699.44

Model-calculated maximum intake air temperature vs Engine speed

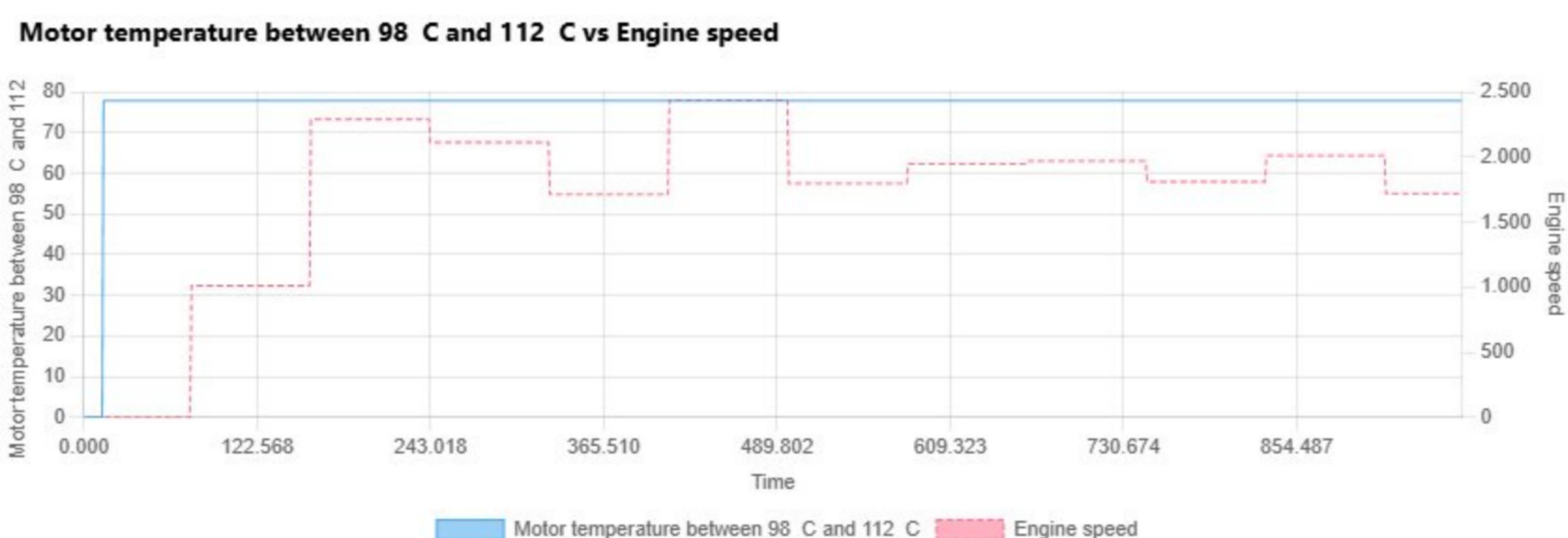


Min: 0.00 | Max: 97.96 | Avg: 92.51

Moment reserve vs Engine speed

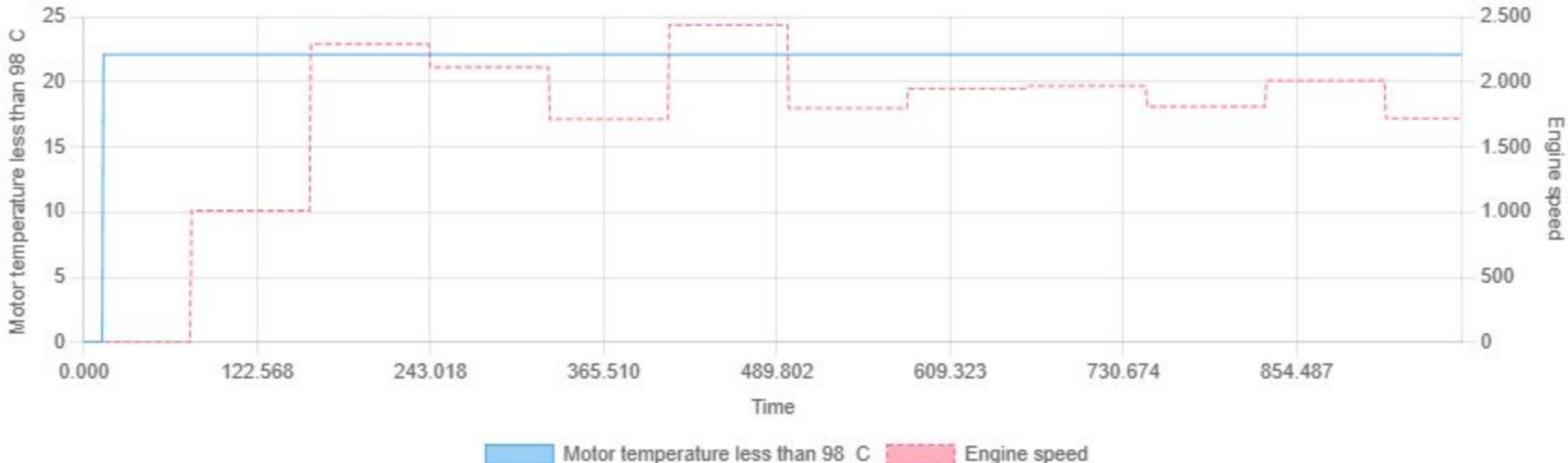


Min: 0.00 | Max: 1.50 | Avg: 0.13



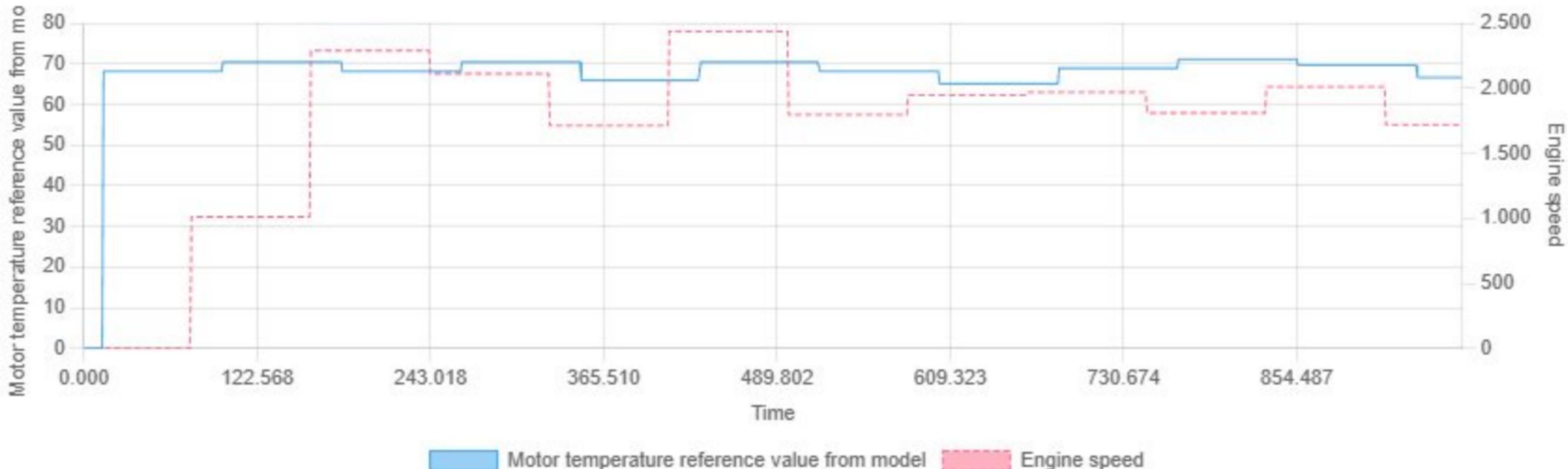
Min: 0.00 | Max: 77.88 | Avg: 76.81

Motor temperature less than 98 C vs Engine speed



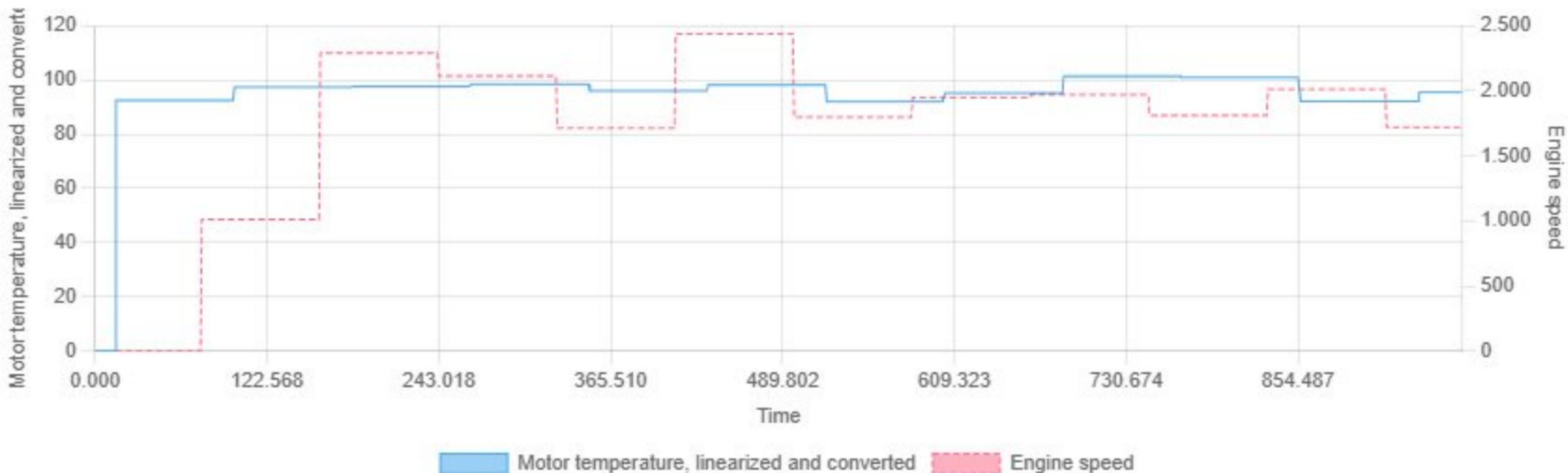
Min: 0.00 | Max: 22.12 | Avg: 21.81

Motor temperature reference value from model vs Engine speed



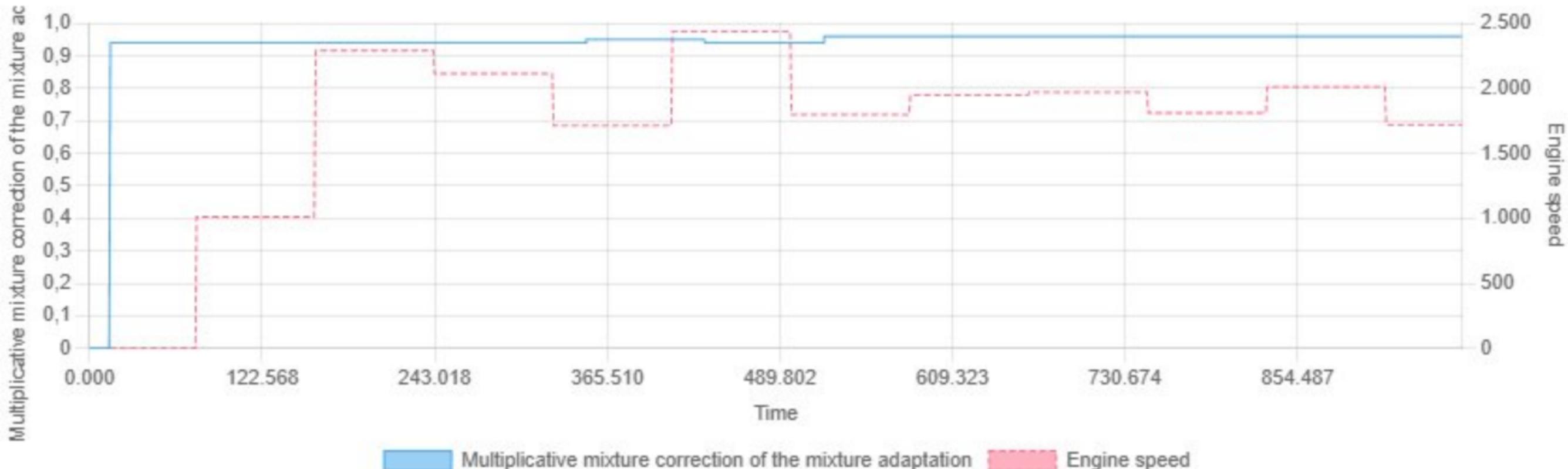
Min: 0.00 | Max: 71.16 | Avg: 67.74

Motor temperature, linearized and converted vs Engine speed



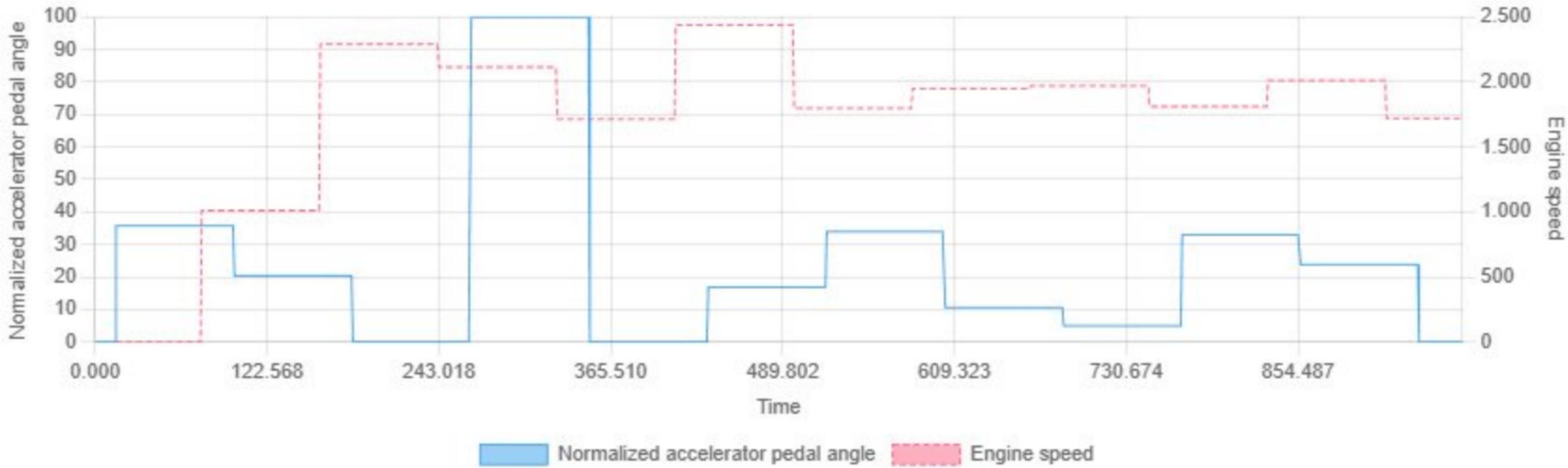
Min: 0.00 | Max: 101.36 | Avg: 95.07

Multiplicative mixture correction of the mixture adaptation vs Engine speed



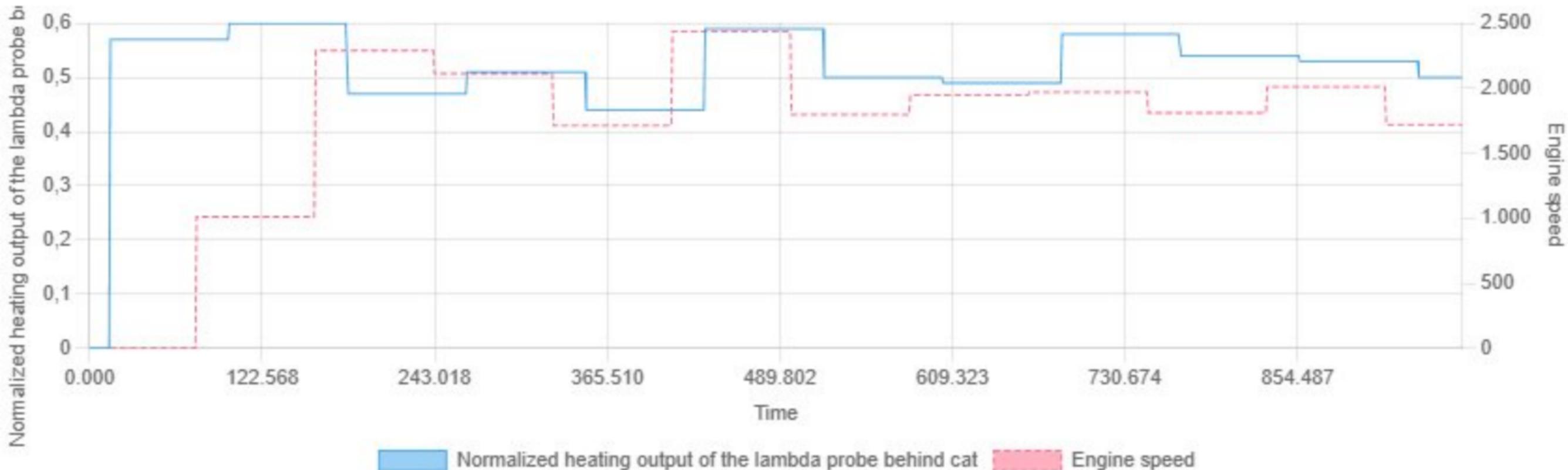
Min: 0.00 | Max: 0.96 | Avg: 0.94

Normalized accelerator pedal angle vs Engine speed

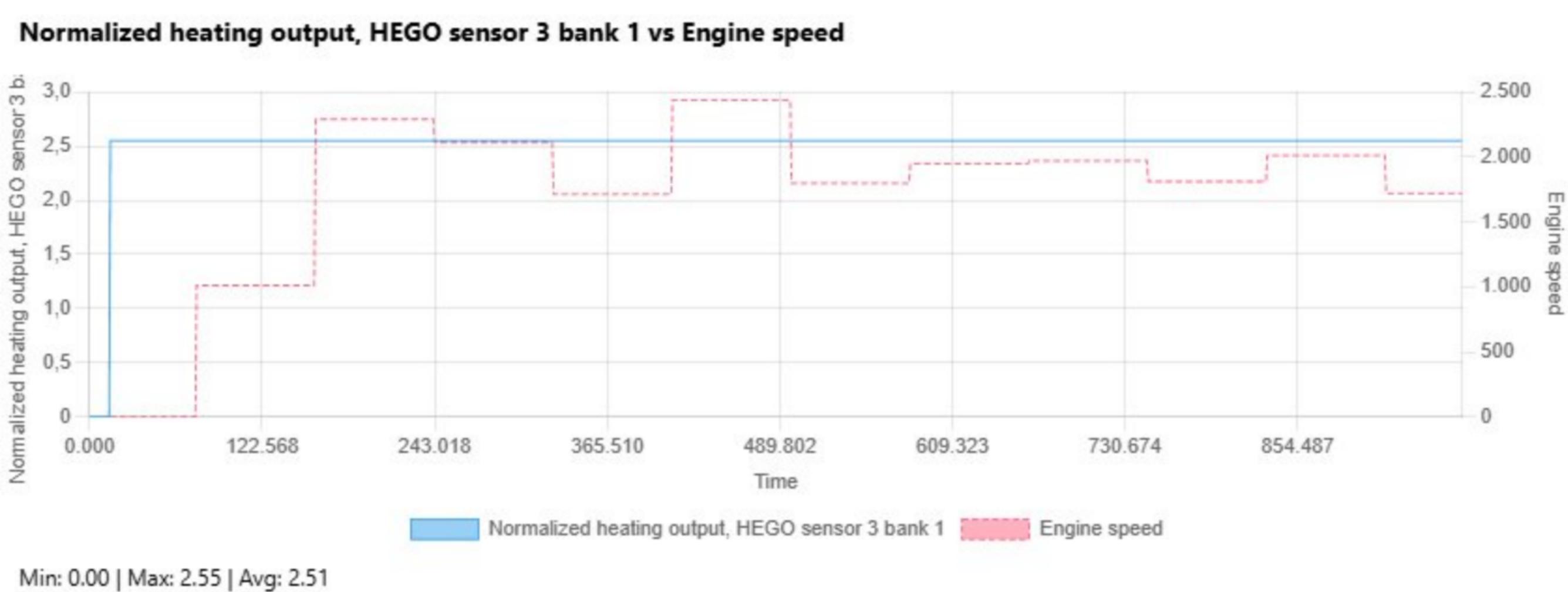


Min: 0.00 | Max: 100.00 | Avg: 24.18

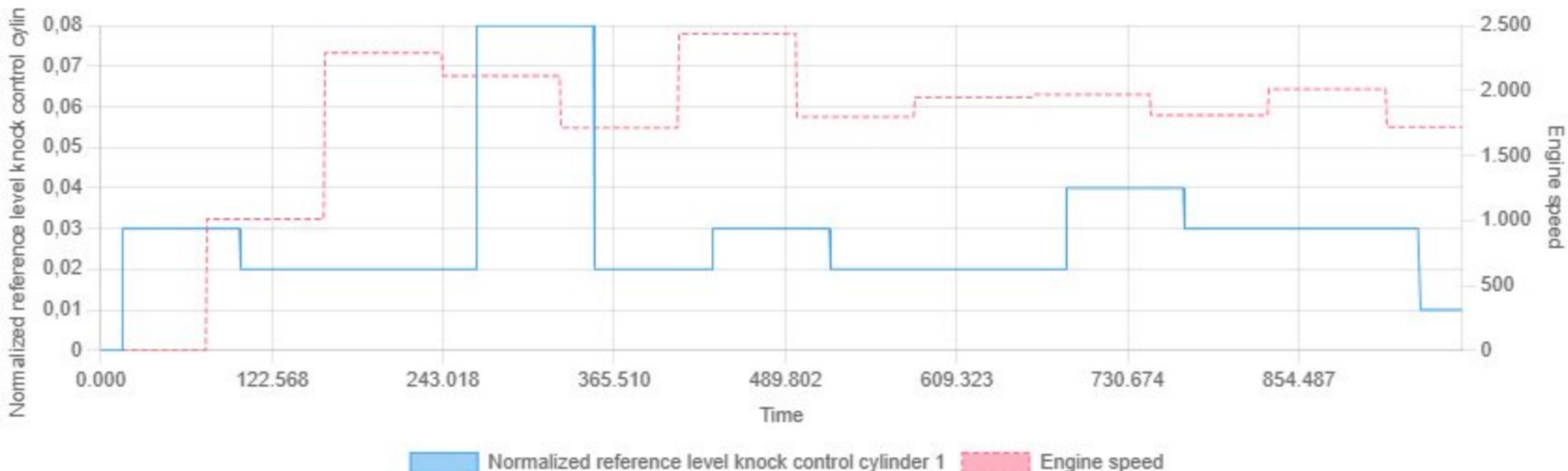
Normalized heating output of the lambda probe behind cat vs Engine speed



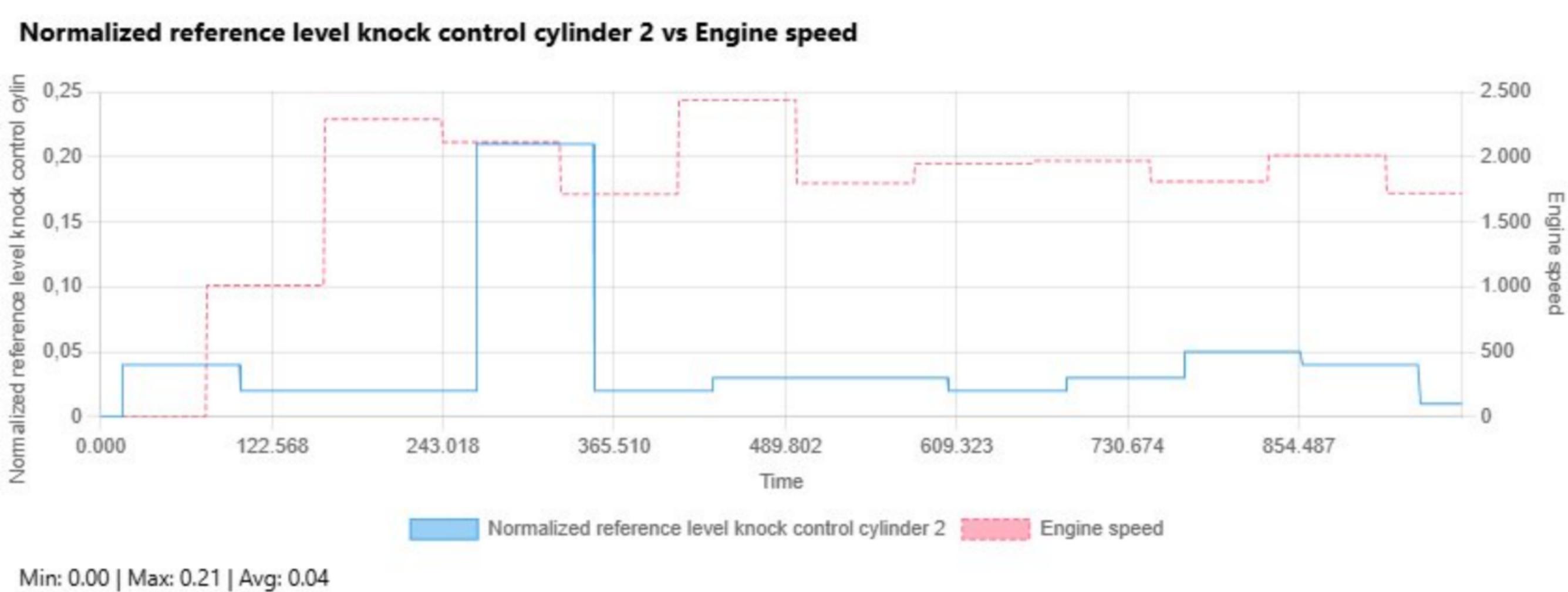
Min: 0.00 | Max: 0.60 | Avg: 0.52



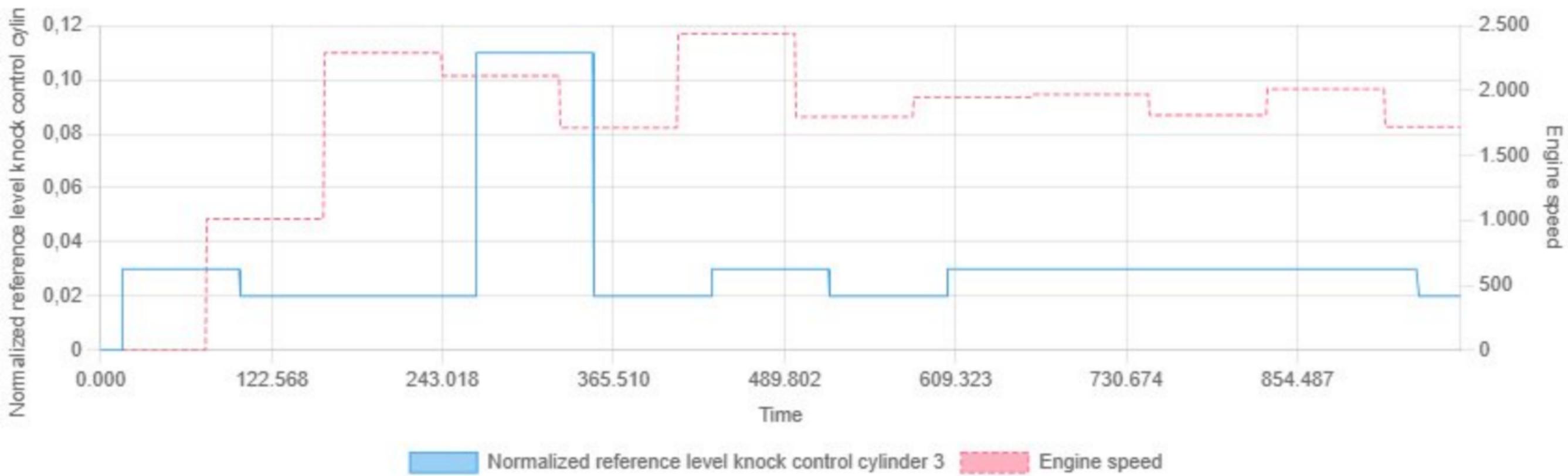
Normalized reference level knock control cylinder 1 vs Engine speed



Min: 0.00 | Max: 0.08 | Avg: 0.03

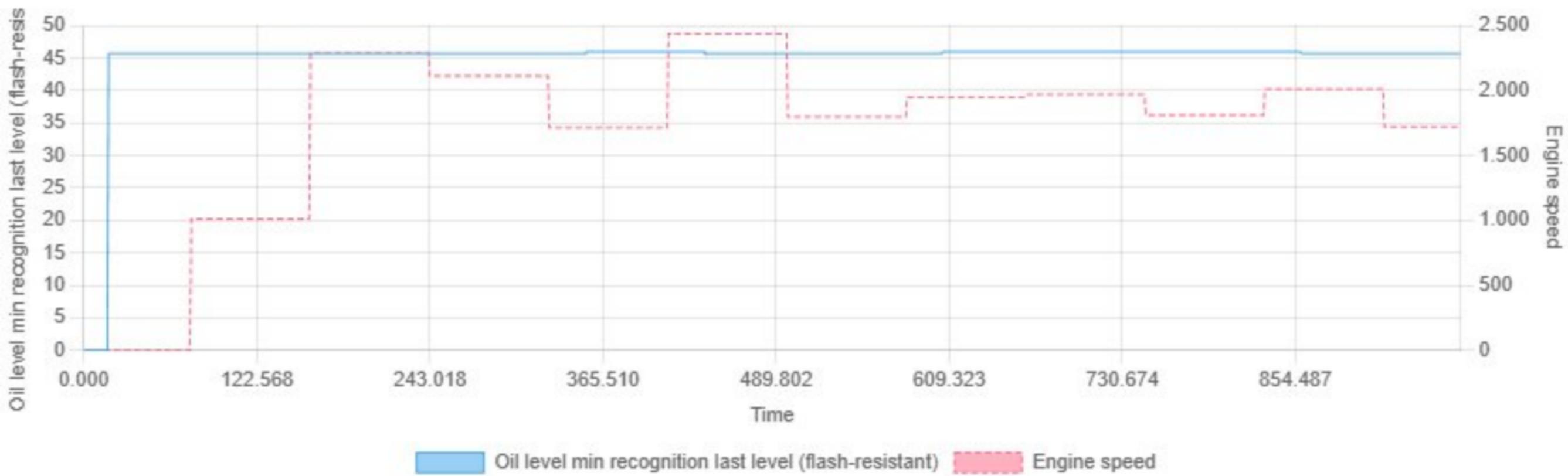


Normalized reference level knock control cylinder 3 vs Engine speed



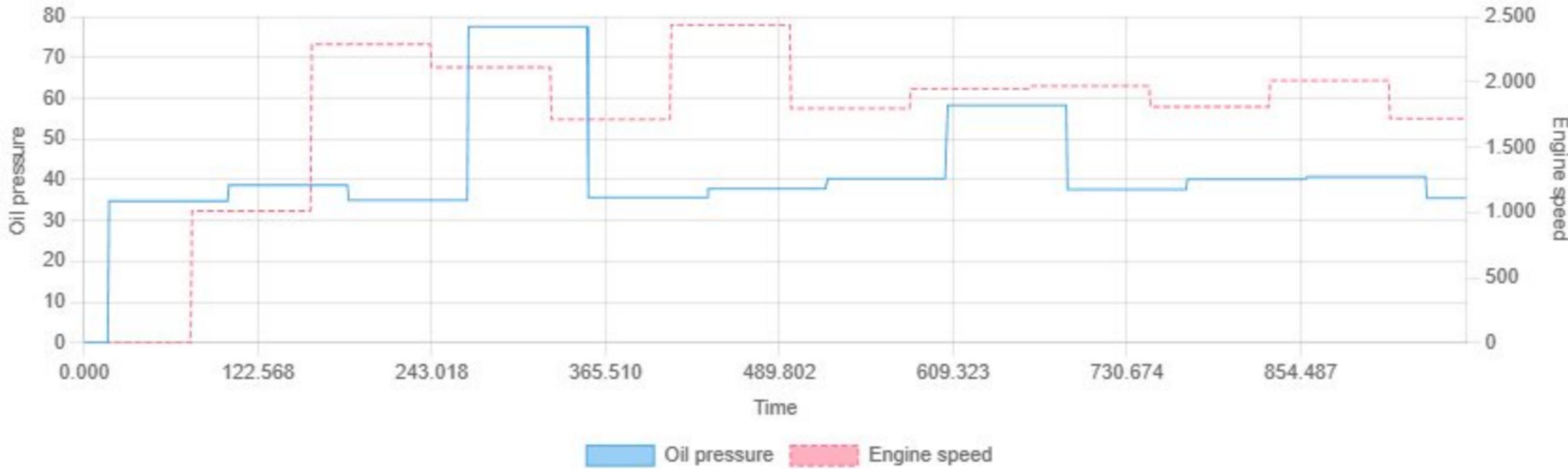
Min: 0.00 | Max: 0.11 | Avg: 0.03

Oil level min recognition last level (flash-resistant) vs Engine speed



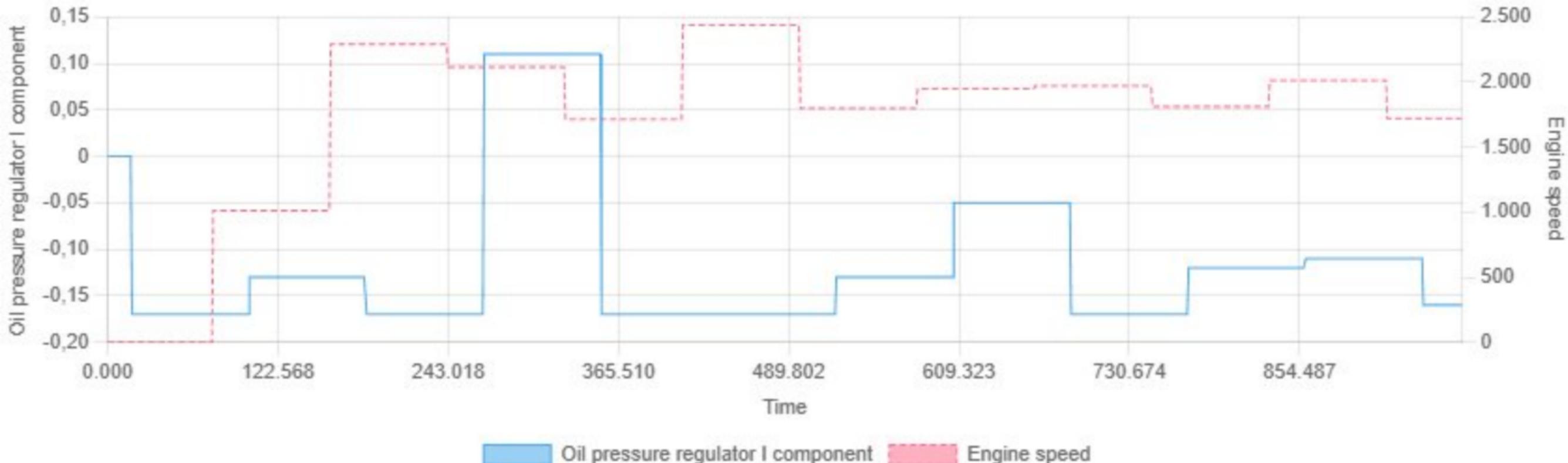
Min: 0.00 | Max: 46.00 | Avg: 45.01

Oil pressure vs Engine speed



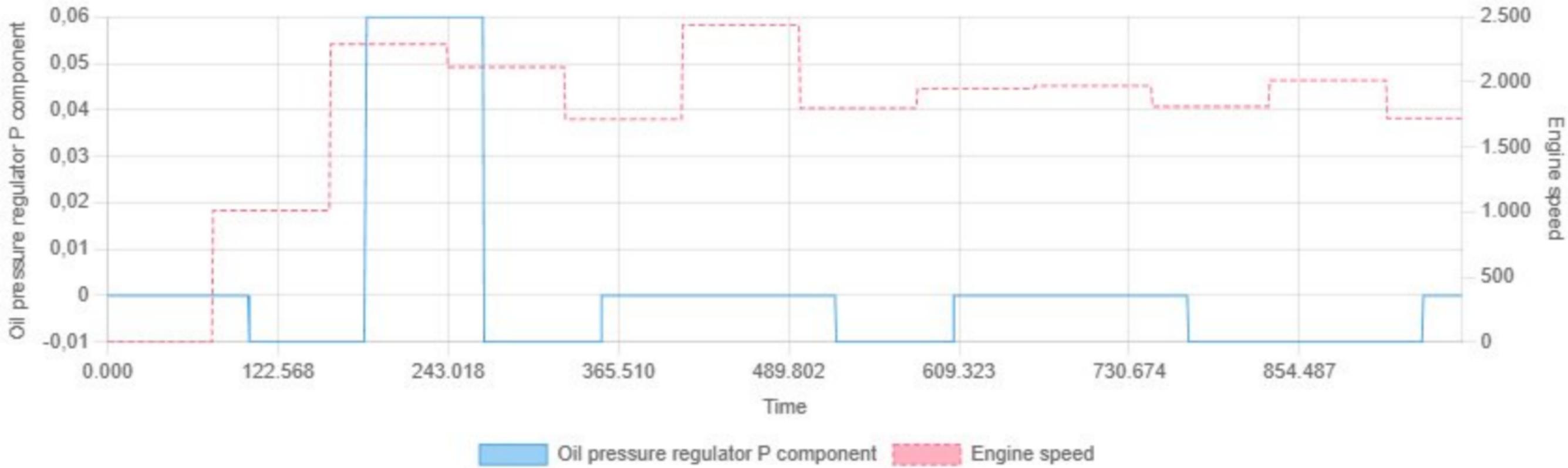
Min: 0.00 | Max: 77.64 | Avg: 42.35

Oil pressure regulator I component vs Engine speed



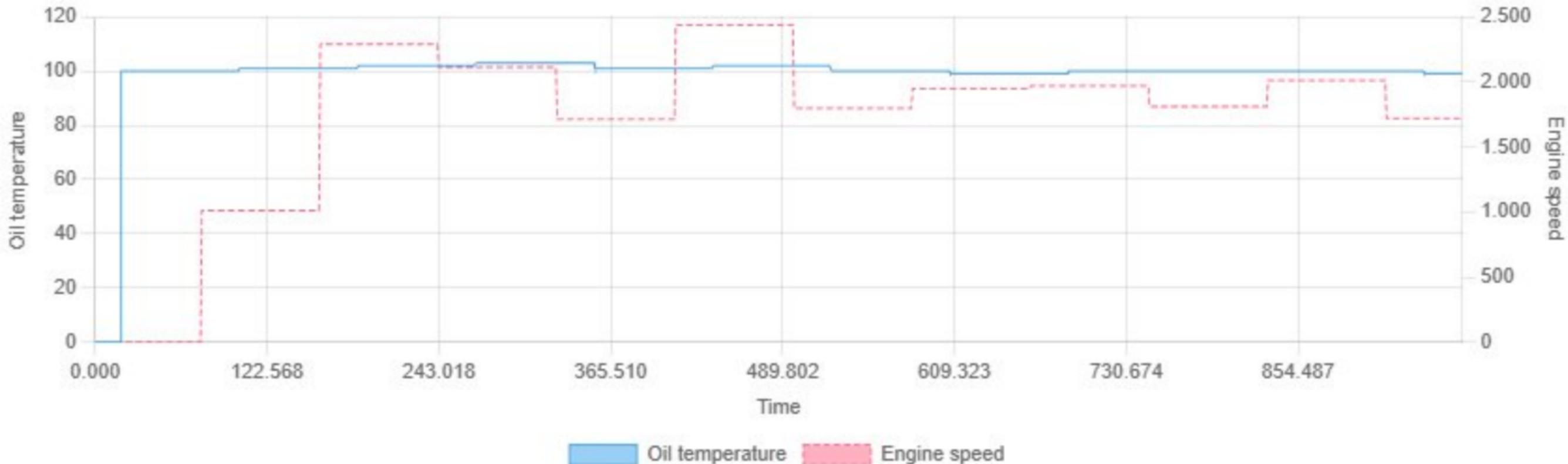
Min: -0.17 | Max: 0.11 | Avg: -0.12

Oil pressure regulator P component vs Engine speed

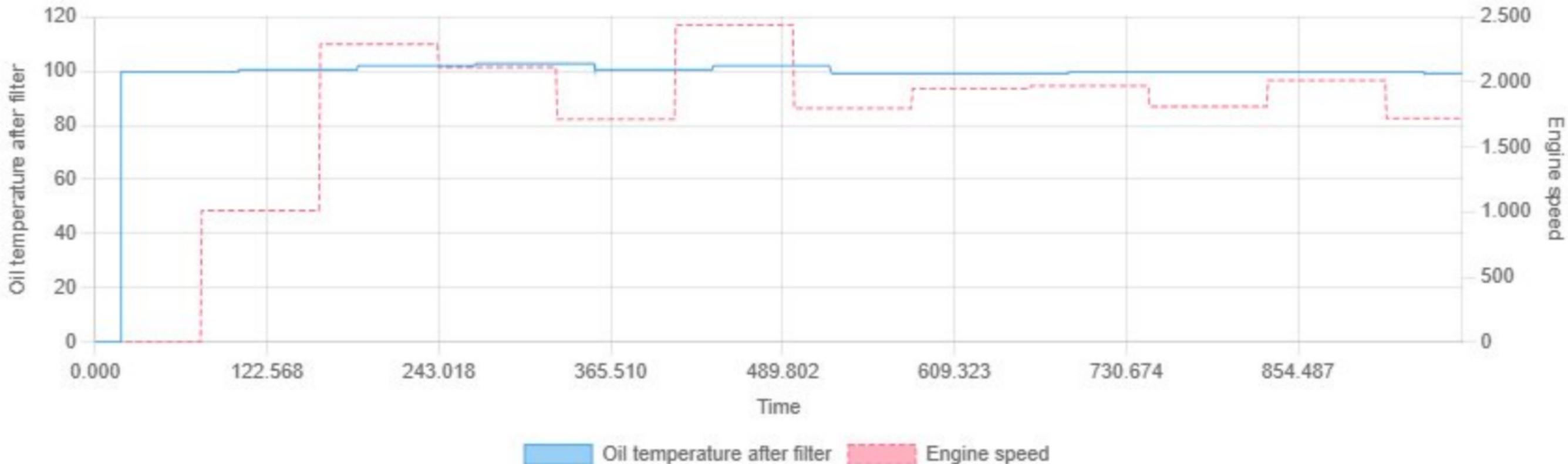


Min: -0.01 | Max: 0.06 | Avg: 0.00

Oil temperature vs Engine speed

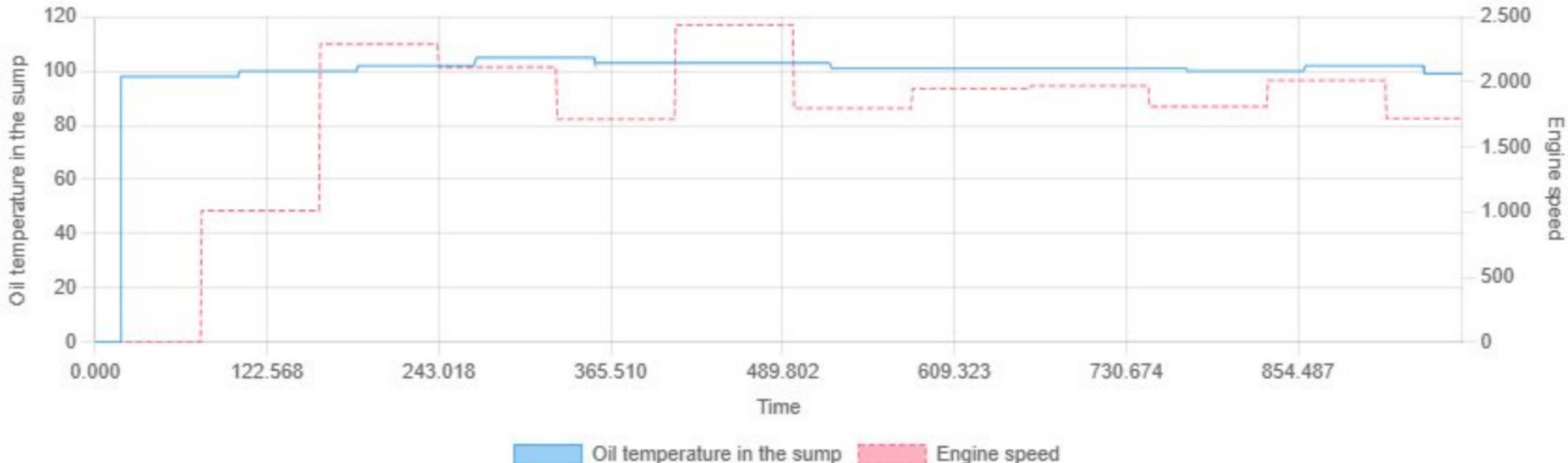


Oil temperature after filter vs Engine speed



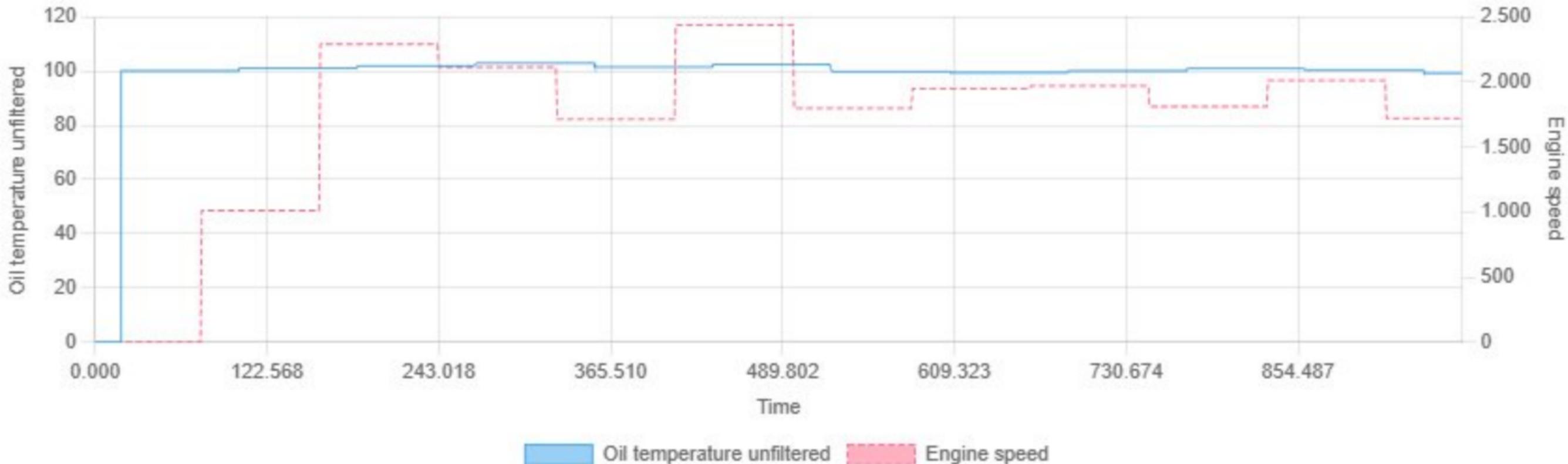
Min: 0.00 | Max: 102.75 | Avg: 98.54

Oil temperature in the sump vs Engine speed



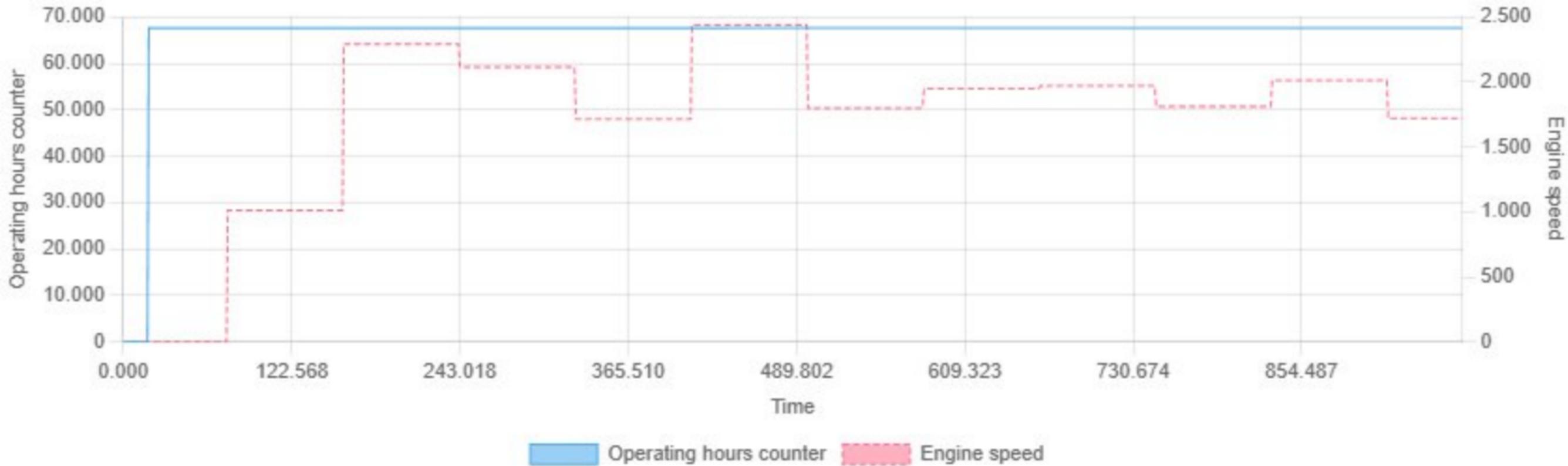
Min: 0.00 | Max: 105.00 | Avg: 99.49

Oil temperature unfiltered vs Engine speed



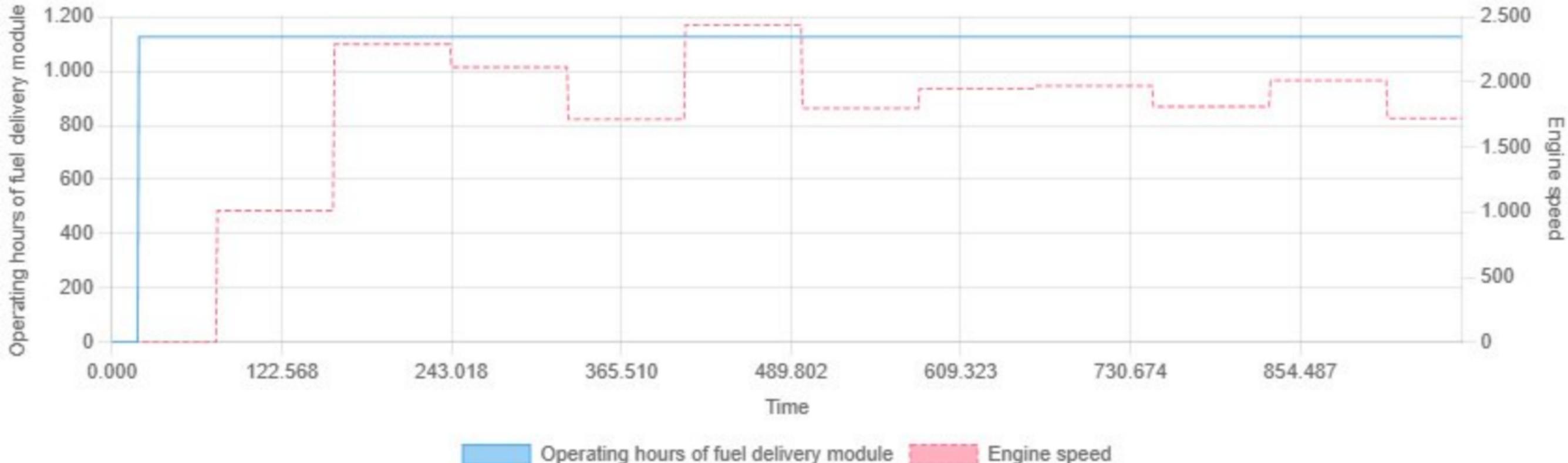
Min: 0.00 | Max: 102.96 | Avg: 99.03

Operating hours counter vs Engine speed



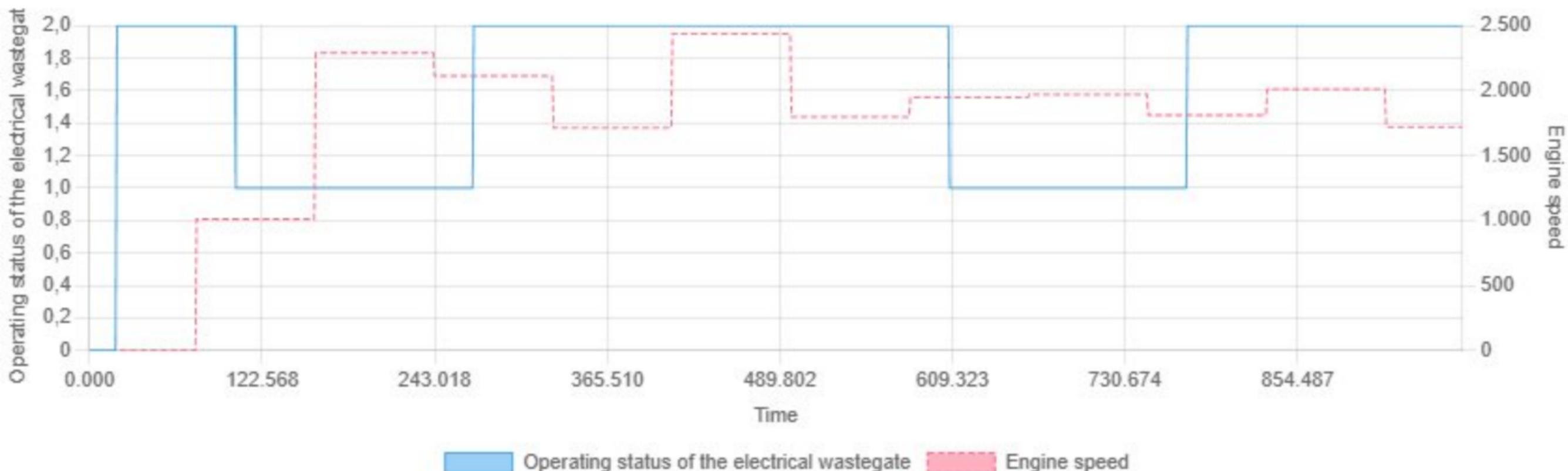
Min: 0.00 | Max: 67614.00 | Avg: 66320.07

Operating hours of fuel delivery module vs Engine speed

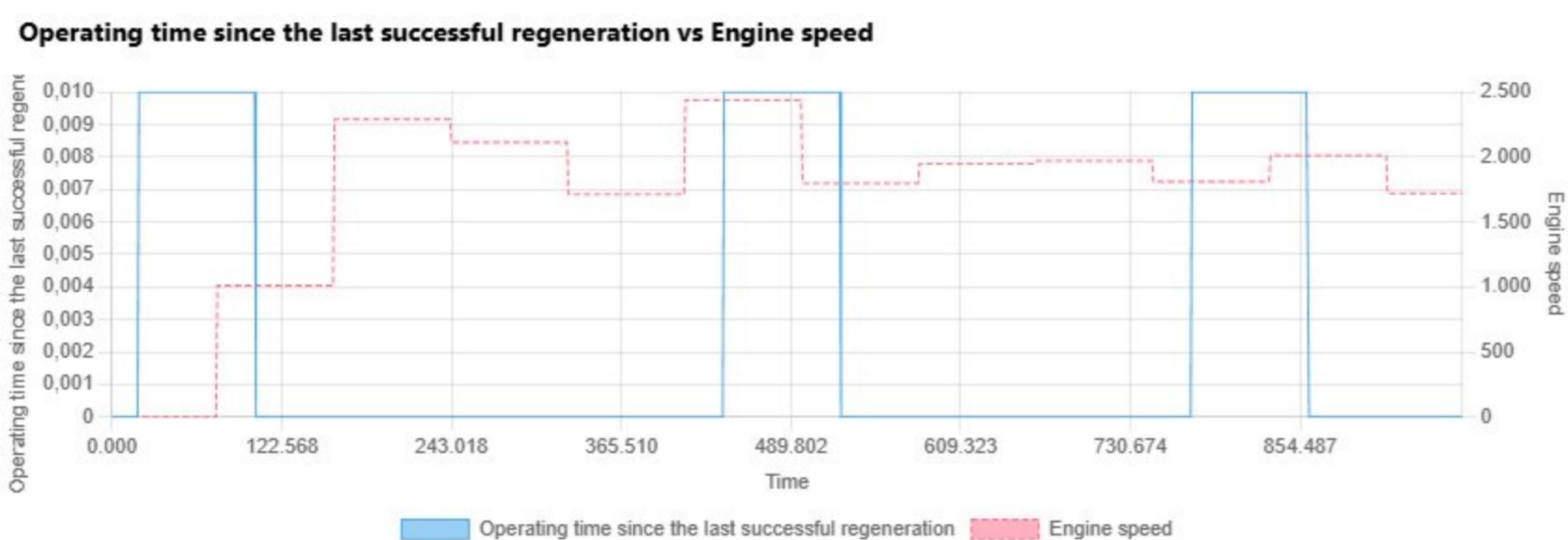


Min: 0.00 | Max: 1126.50 | Avg: 1104.85

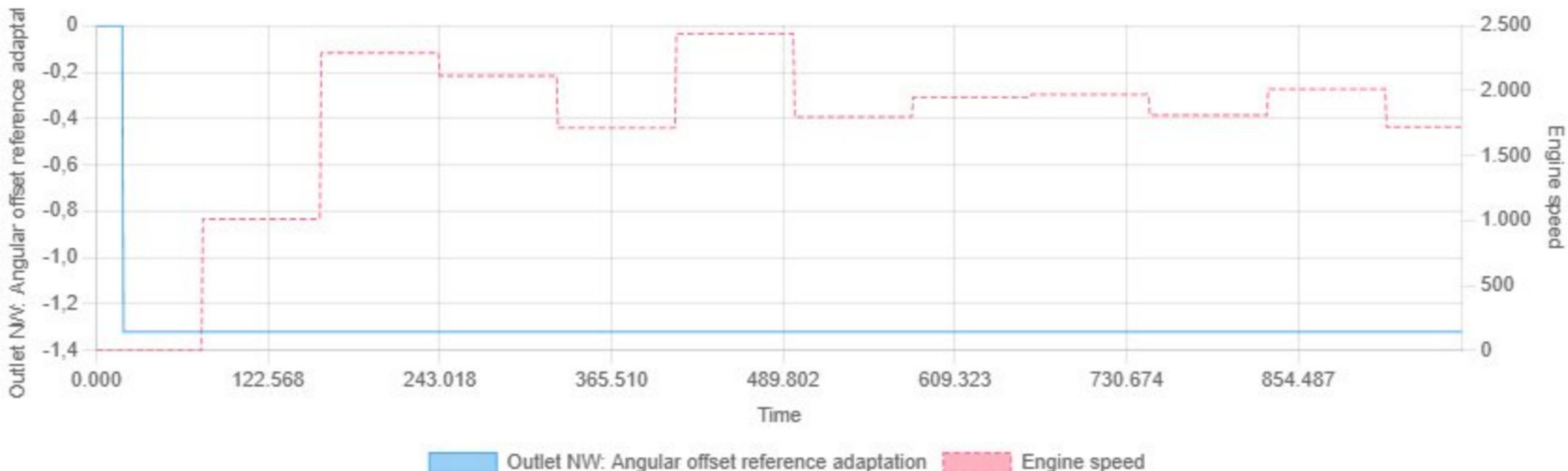
Operating status of the electrical wastegate vs Engine speed



Min: 0.00 | Max: 2.00 | Avg: 1.61

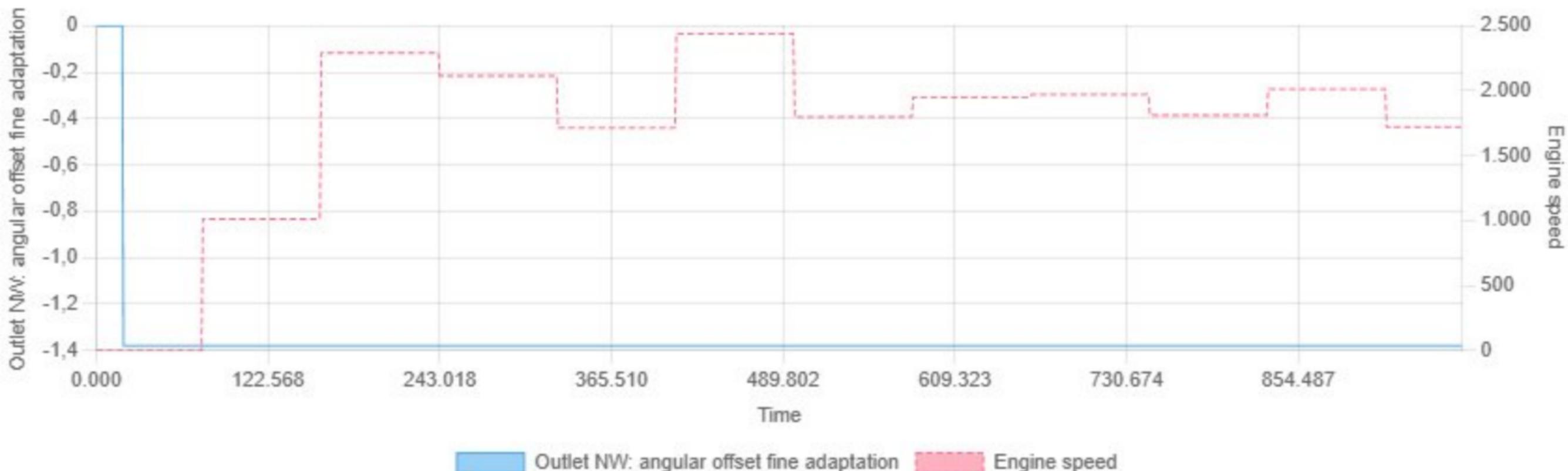


Outlet NW: Angular offset reference adaptation vs Engine speed



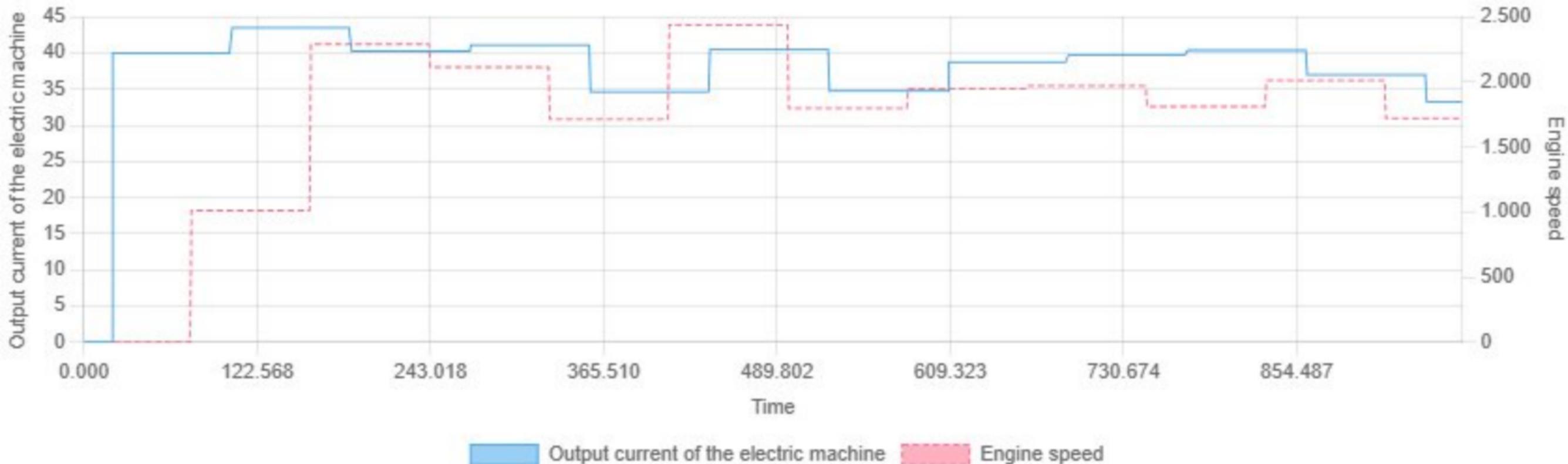
Min: -1.32 | Max: 0.00 | Avg: -1.29

Outlet NW: angular offset fine adaptation vs Engine speed



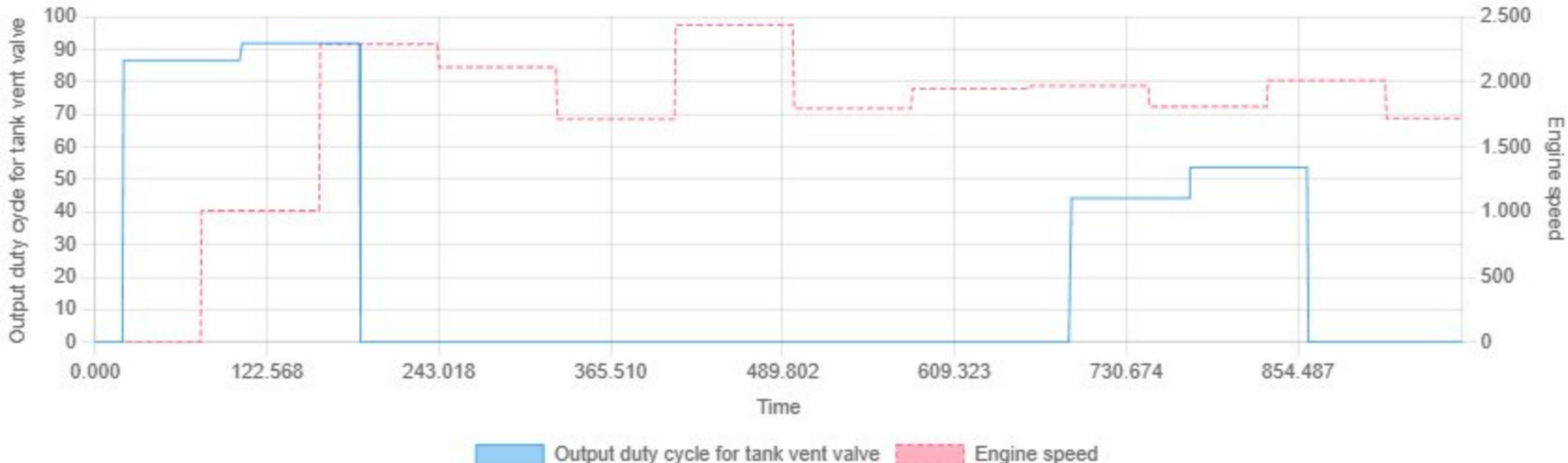
Min: -1.38 | Max: 0.00 | Avg: -1.35

Output current of the electric machine vs Engine speed



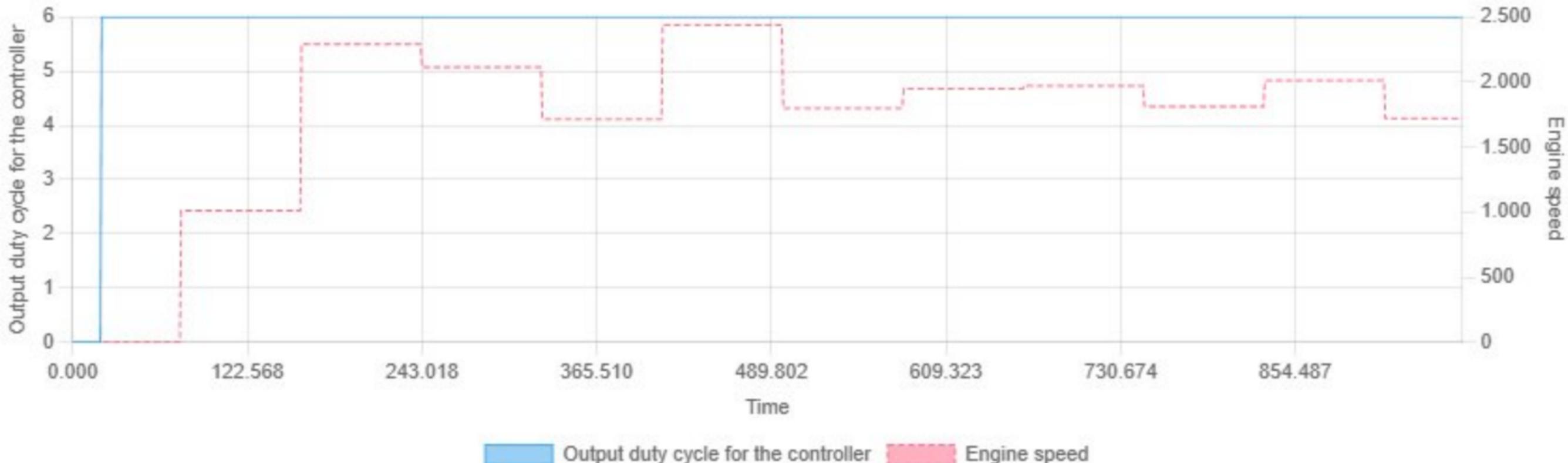
Min: 0.00 | Max: 43.50 | Avg: 38.20

Output duty cycle for tank vent valve vs Engine speed



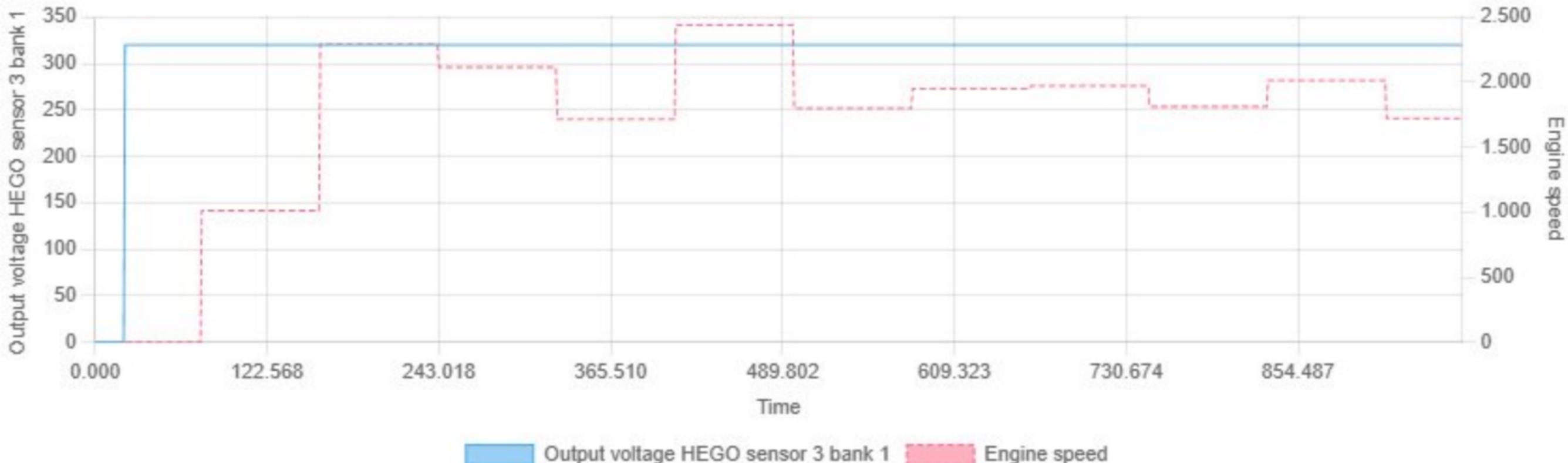
Min: 0.00 | Max: 91.92 | Avg: 23.94

Output duty cycle for the controller vs Engine speed



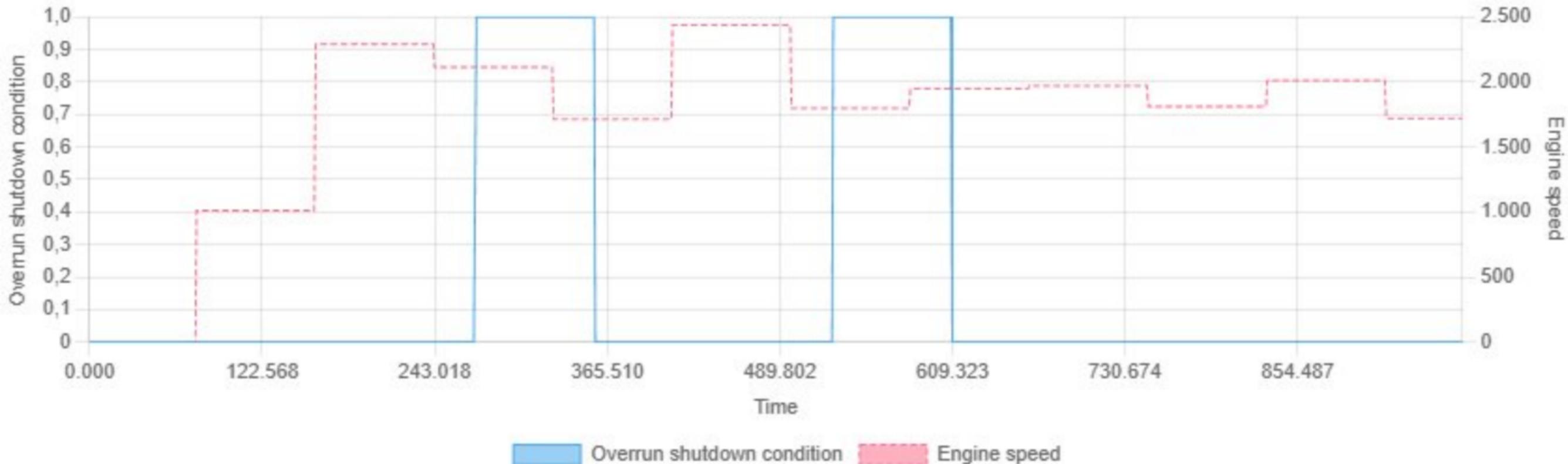
Min: 0.00 | Max: 6.00 | Avg: 5.88

Output voltage HEGO sensor 3 bank 1 vs Engine speed



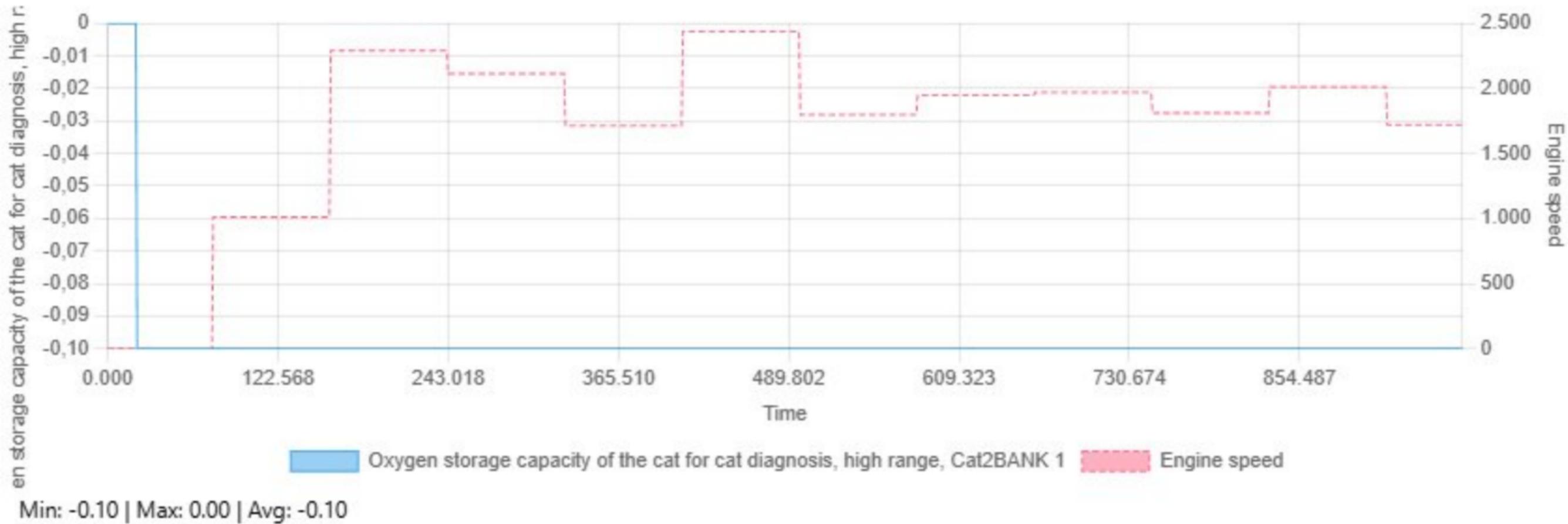
Min: 0.00 | Max: 319.99 | Avg: 313.23

Overrun shutdown condition vs Engine speed

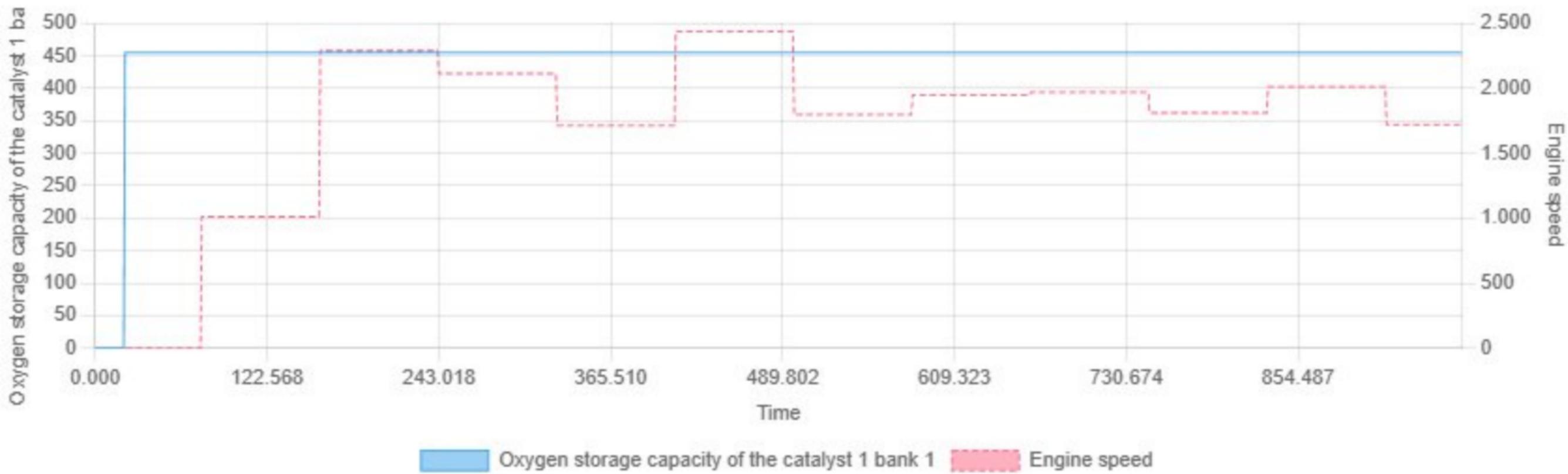


Min: 0.00 | Max: 1.00 | Avg: 0.17

Oxygen storage capacity of the cat for cat diagnosis, high range, Cat2BANK 1 vs Engine speed

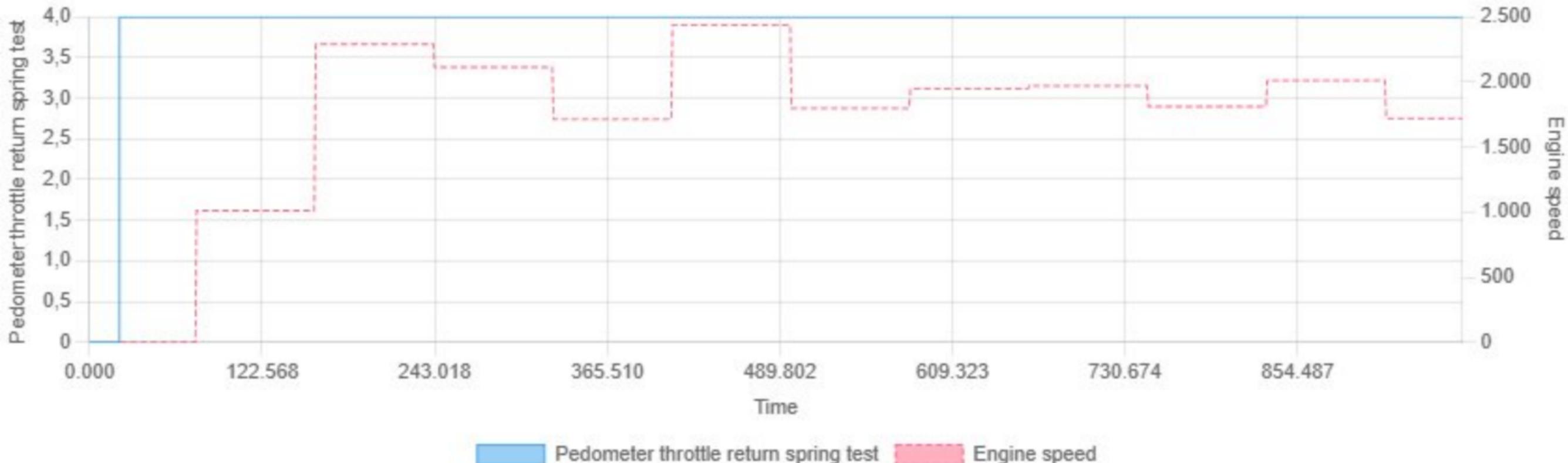


Oxygen storage capacity of the catalyst 1 bank 1 vs Engine speed



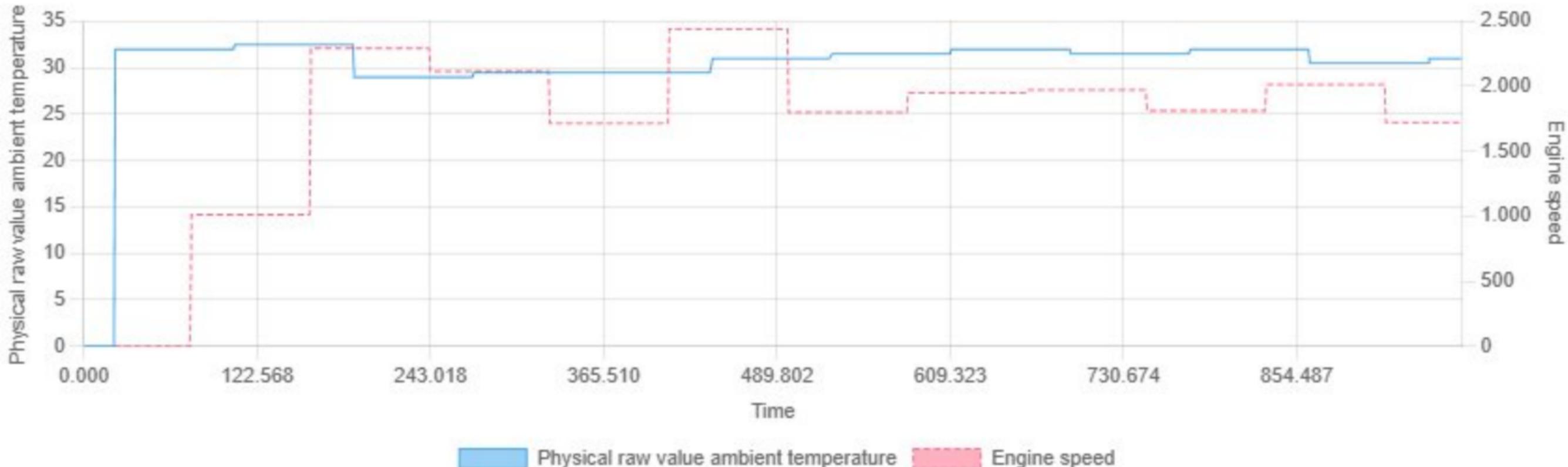
Min: 0.00 | Max: 454.90 | Avg: 445.03

Pedometer throttle return spring test vs Engine speed

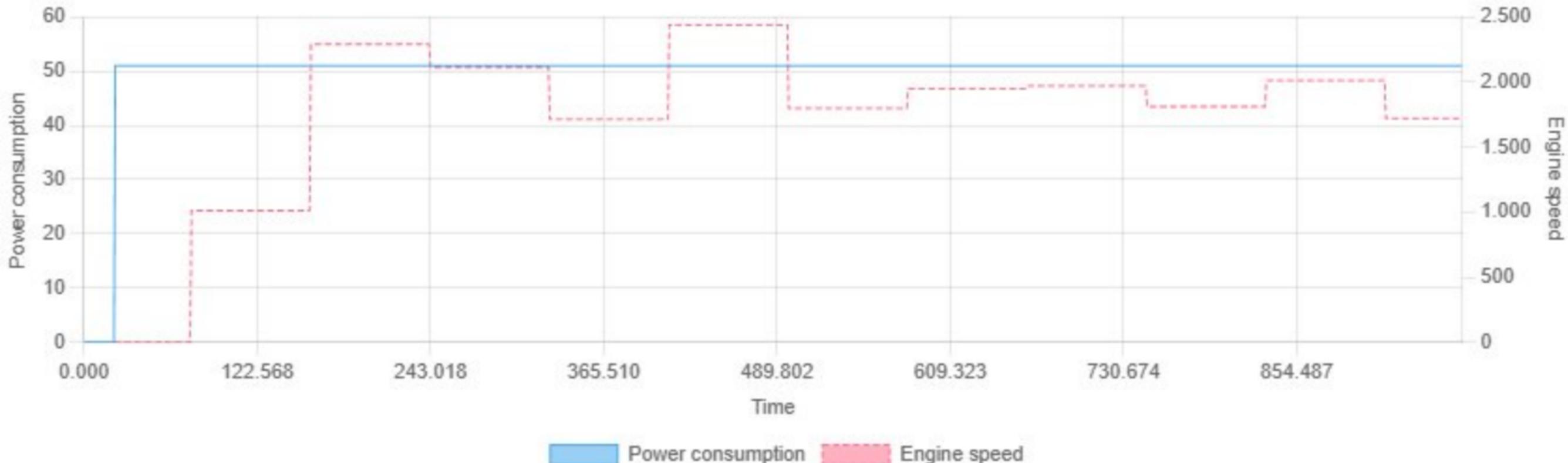


Min: 0.00 | Max: 4.00 | Avg: 3.91

Physical raw value ambient temperature vs Engine speed

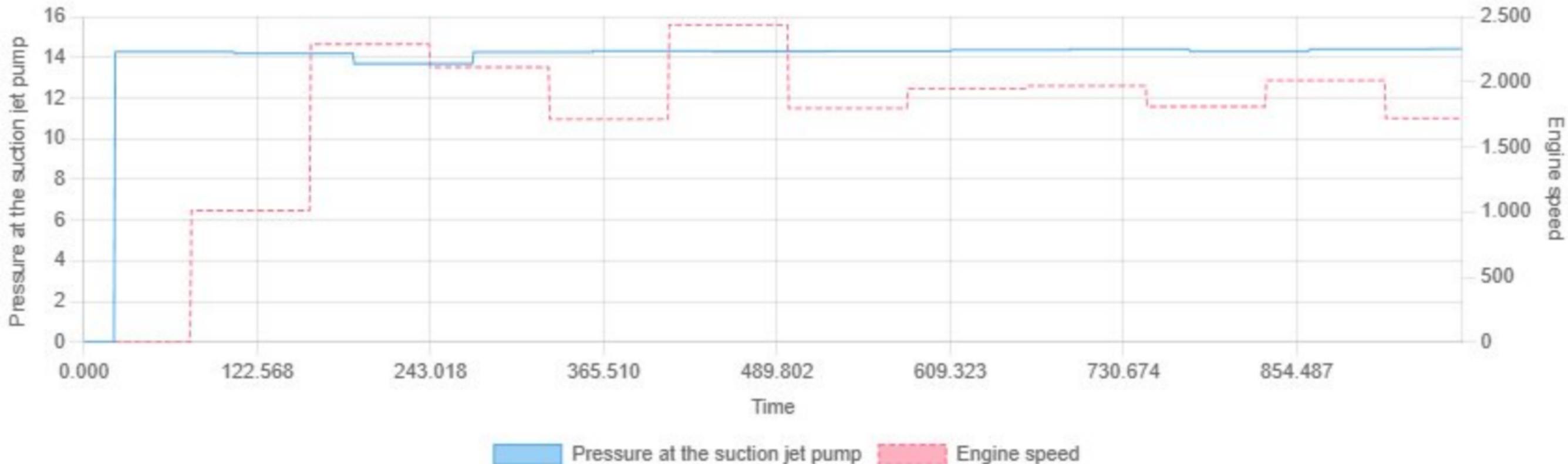


Power consumption vs Engine speed

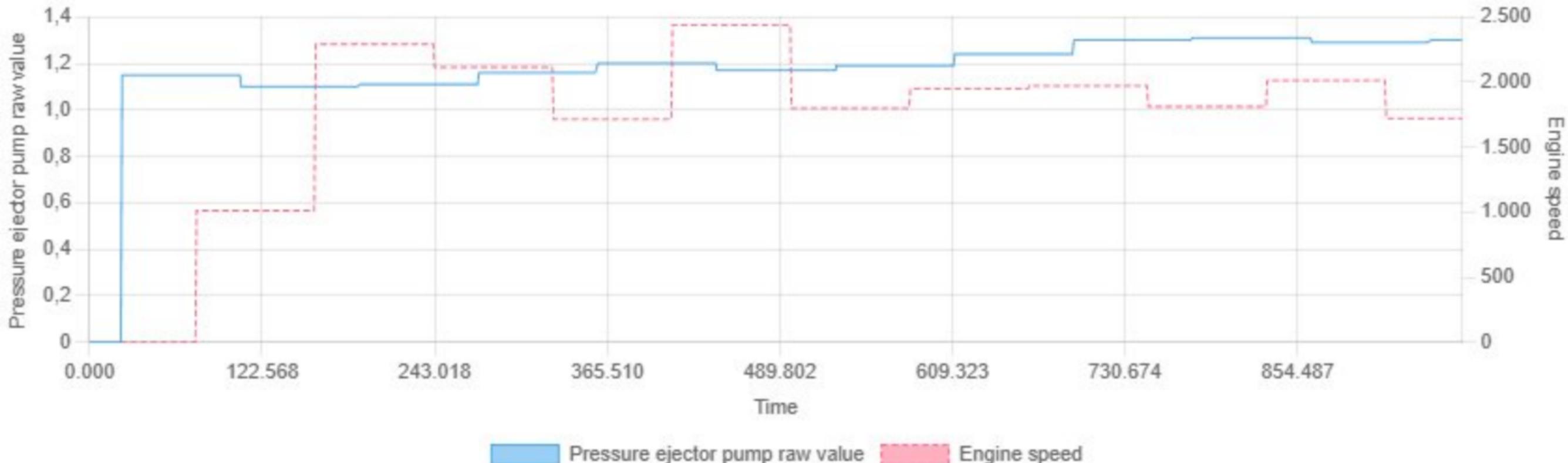


Min: 0.00 | Max: 51.00 | Avg: 49.85

Pressure at the suction jet pump vs Engine speed

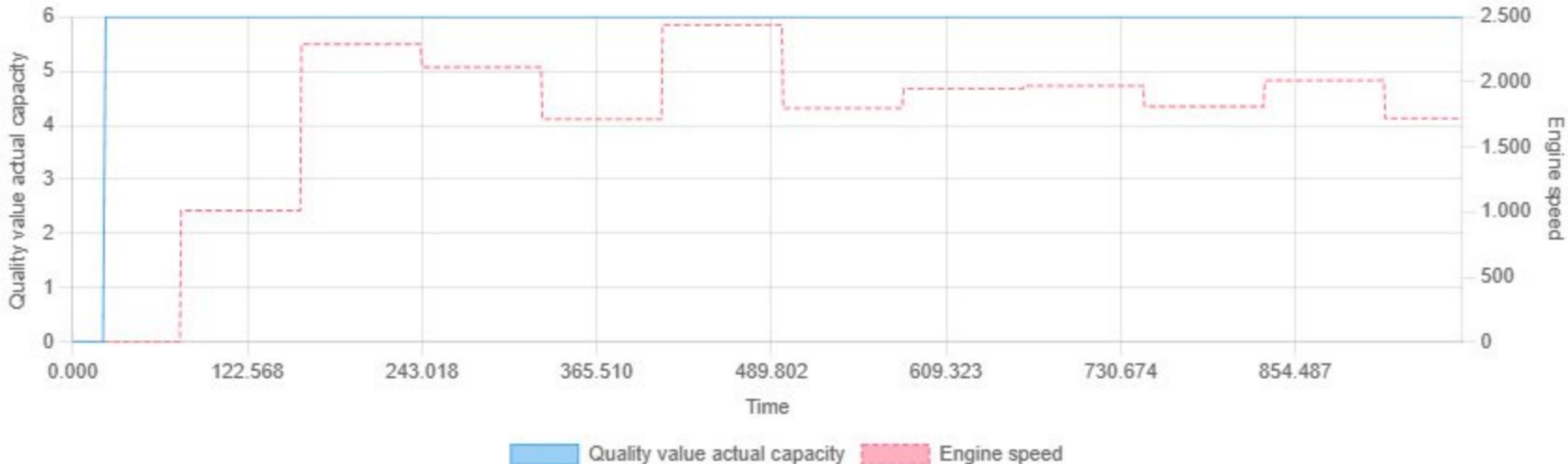


Pressure ejector pump raw value vs Engine speed



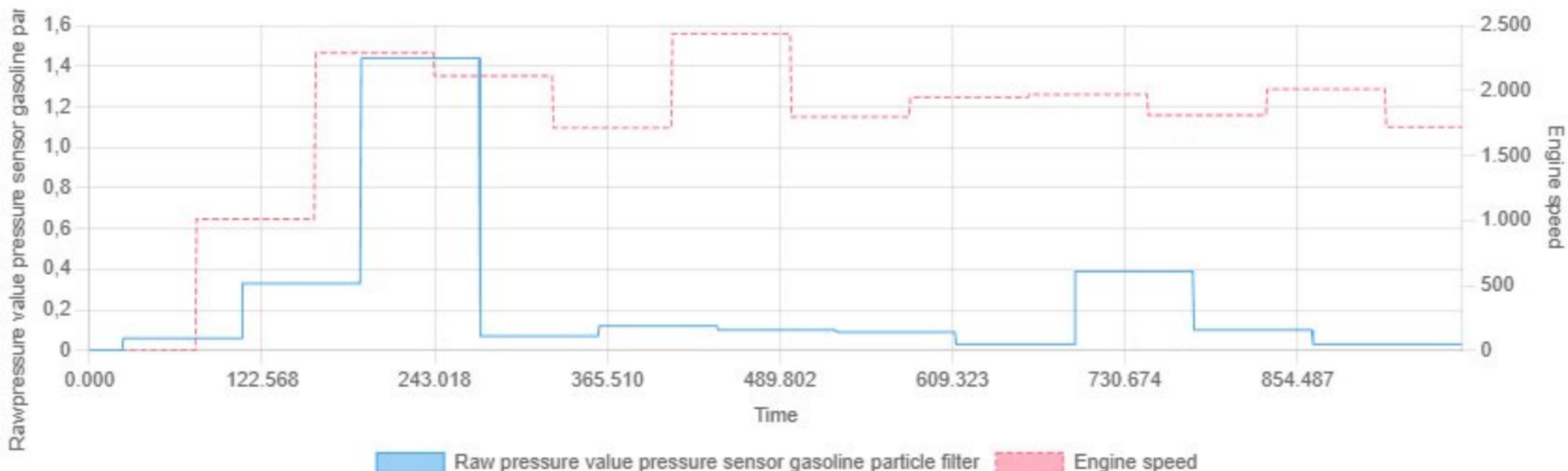
Min: 0.00 | Max: 1.31 | Avg: 1.18

Quality value actual capacity vs Engine speed



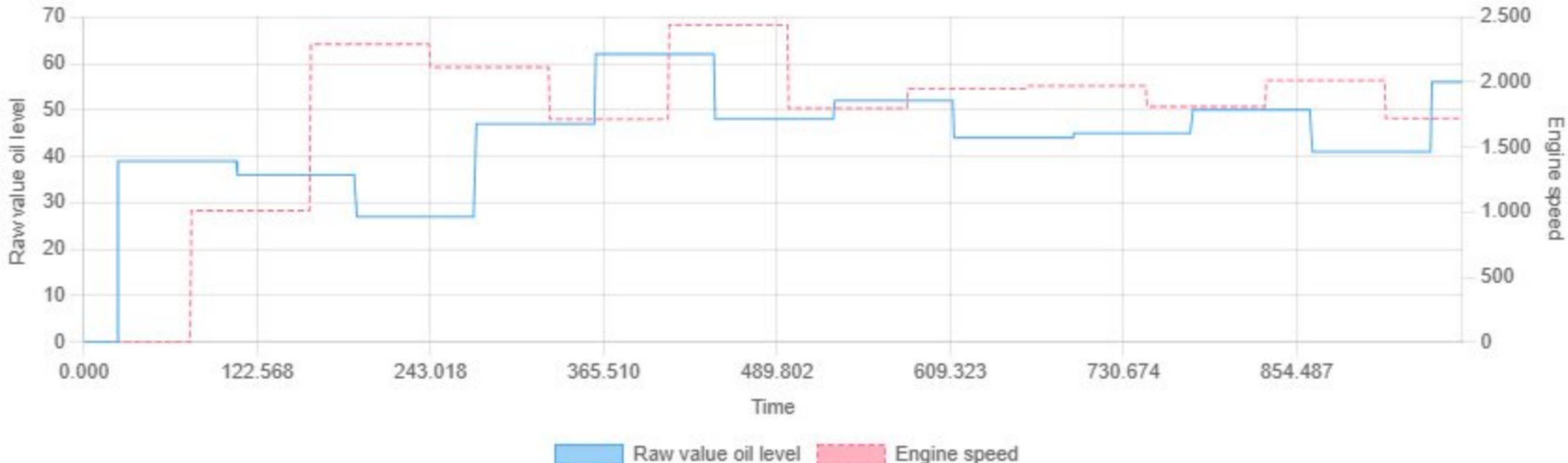
Min: 0.00 | Max: 6.00 | Avg: 5.86

Raw pressure value pressure sensor gasoline particle filter vs Engine speed



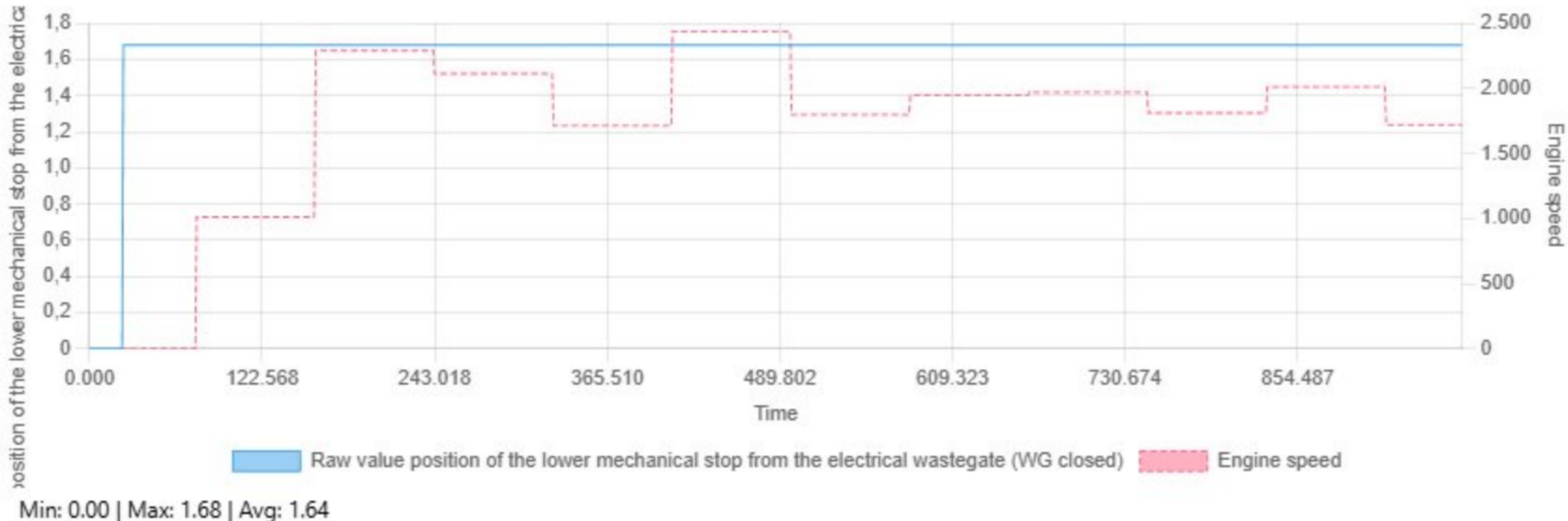
Min: 0.00 | Max: 1.44 | Avg: 0.24

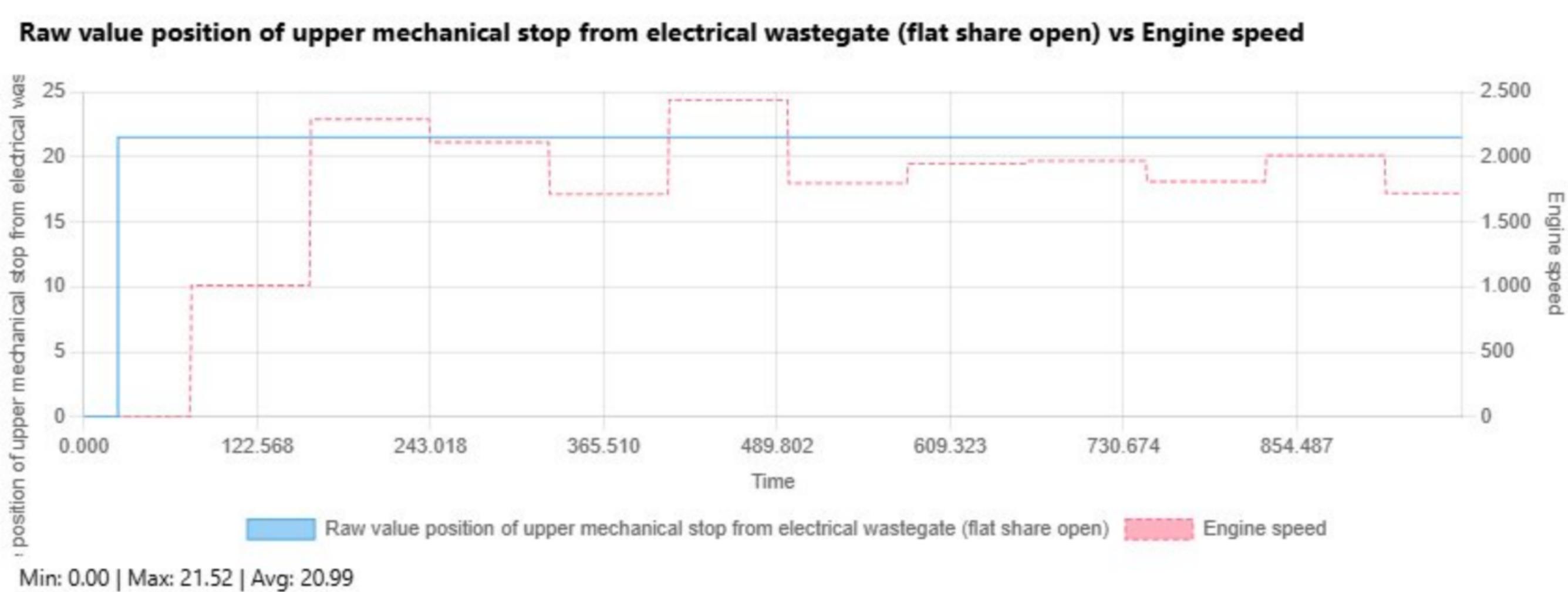
Raw value oil level vs Engine speed

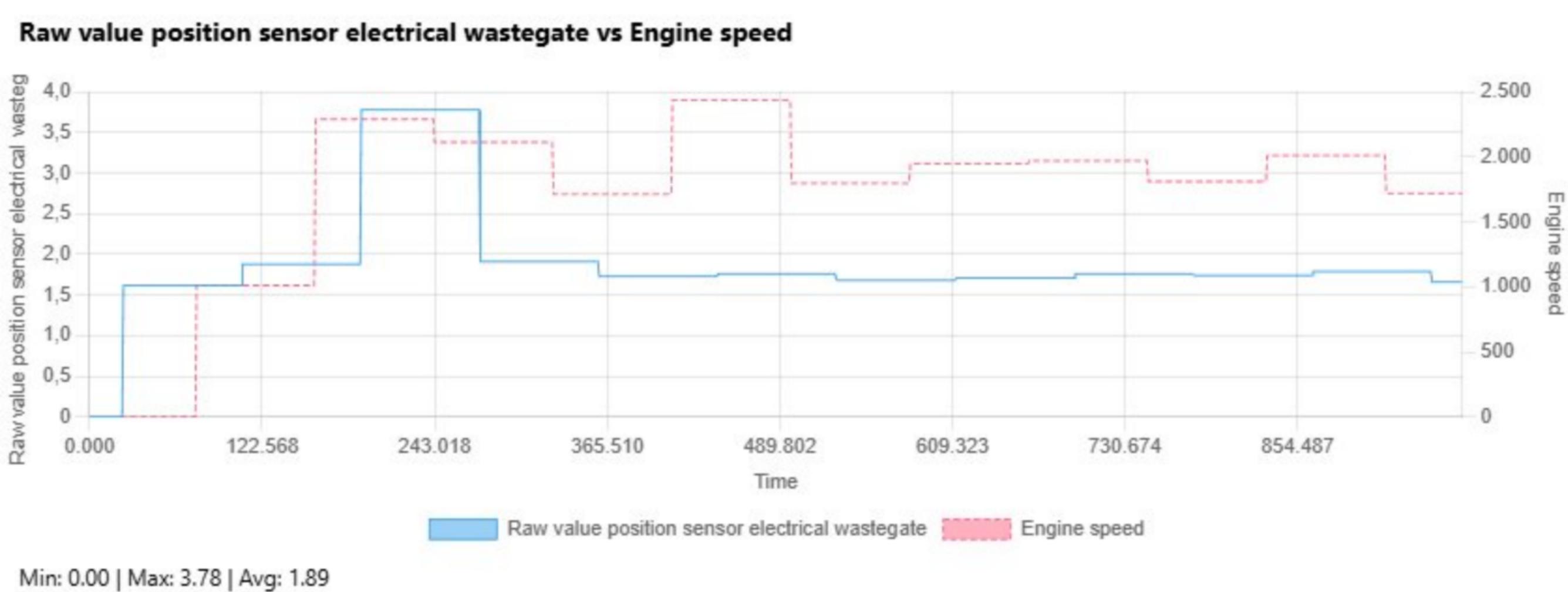


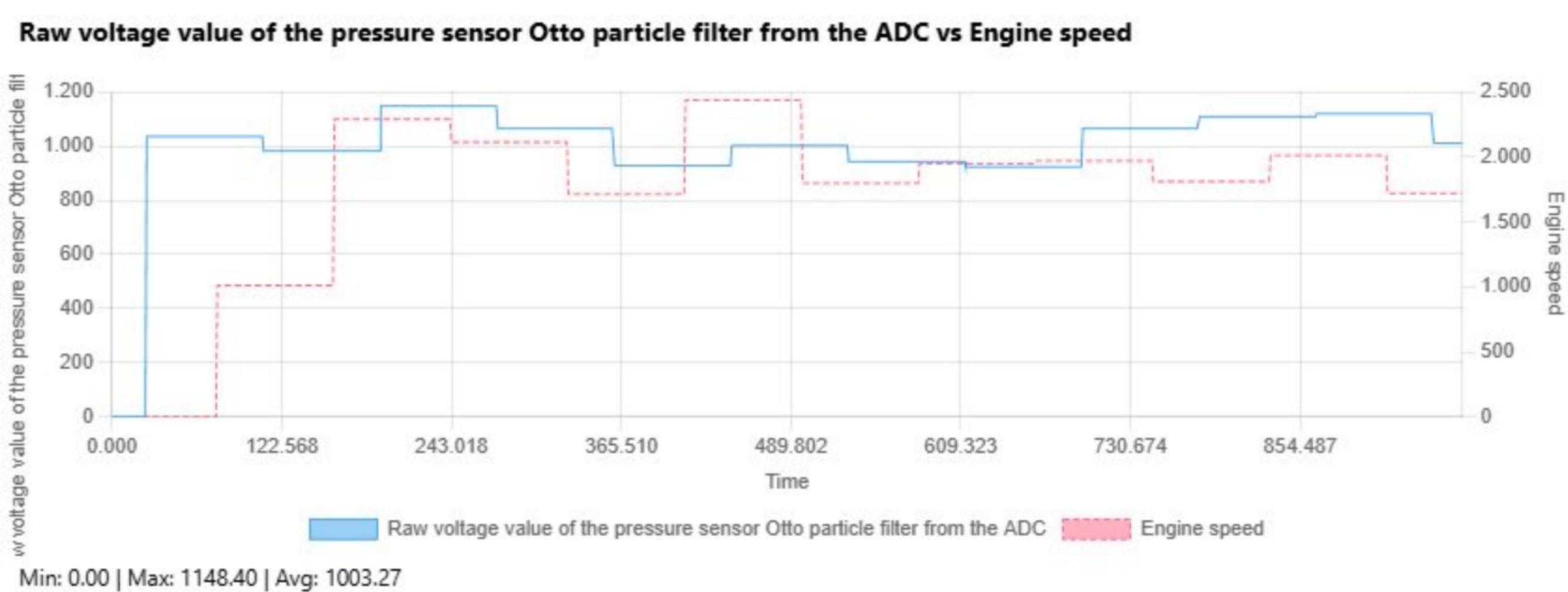
Min: 0.00 | Max: 62.00 | Avg: 43.82

Raw value position of the lower mechanical stop from the electrical wastegate (WG closed) vs Engine speed

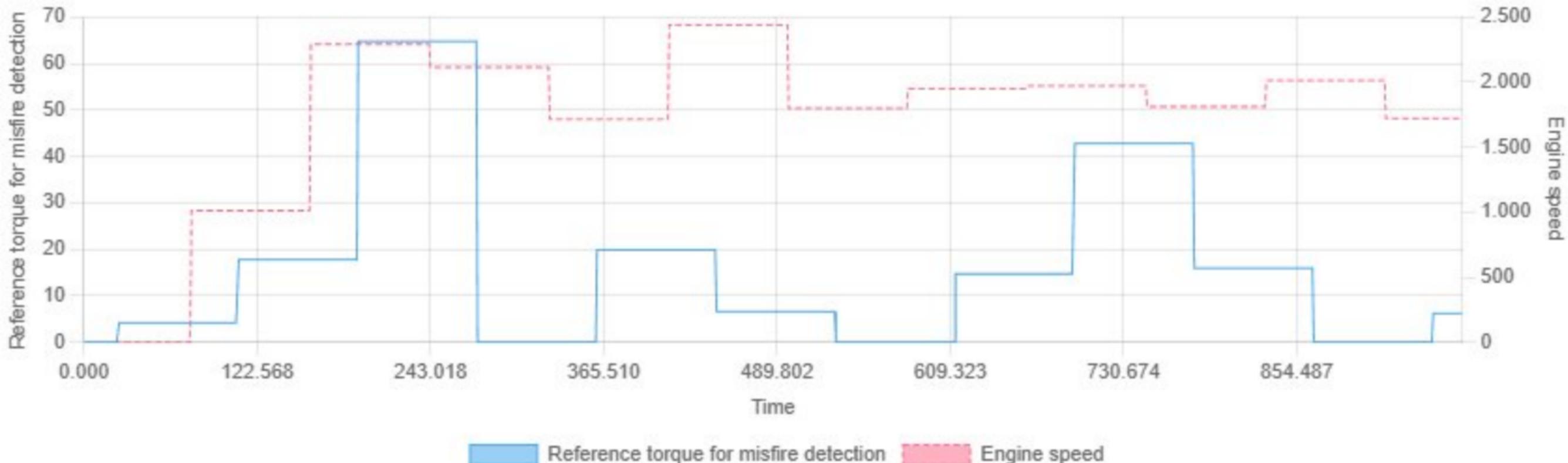






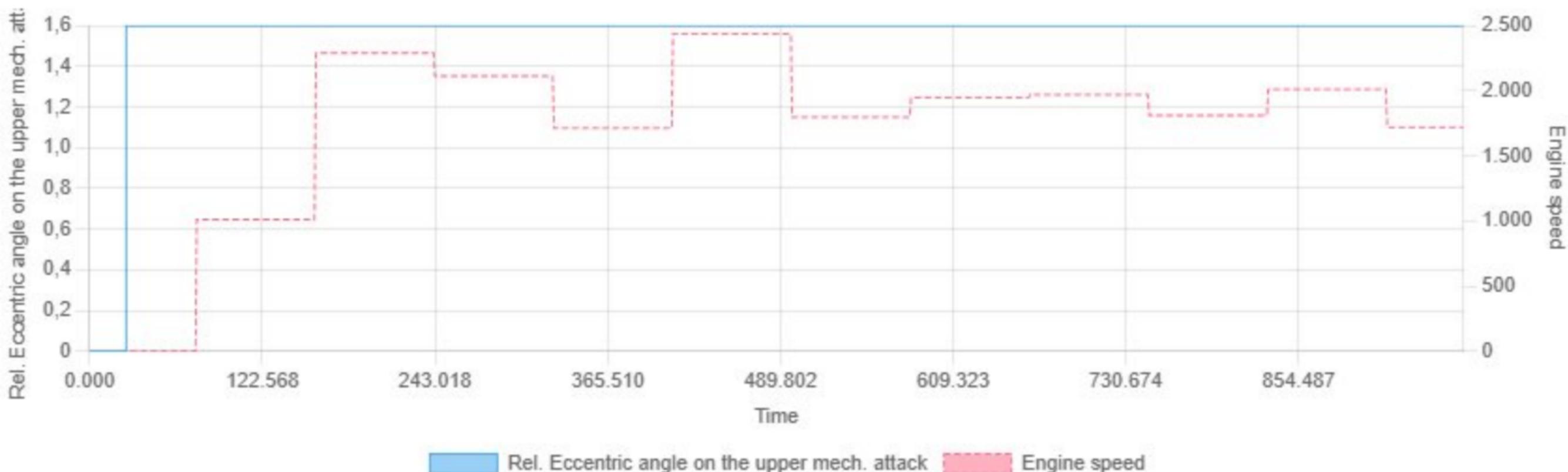


Reference torque for misfire detection vs Engine speed



Min: 0.00 | Max: 64.75 | Avg: 16.29

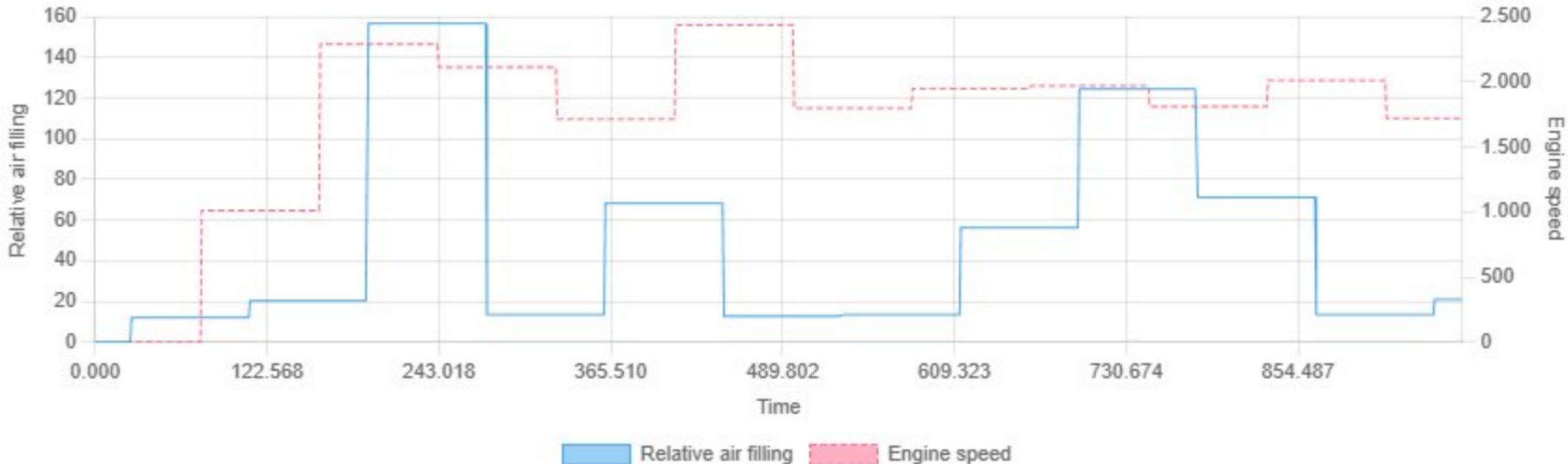
Rel. Eccentric angle on the upper mech. attack vs Engine speed



Rel. Eccentric angle on the upper mech. attack Engine speed

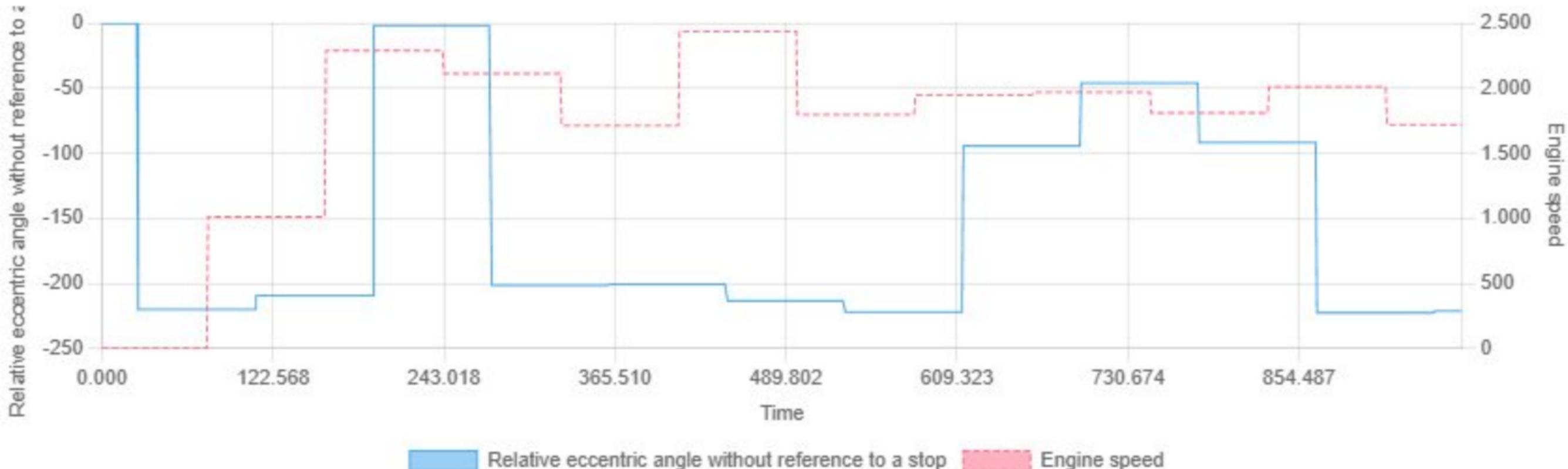
Min: 0.00 | Max: 1.60 | Avg: 1.56

Relative air filling vs Engine speed



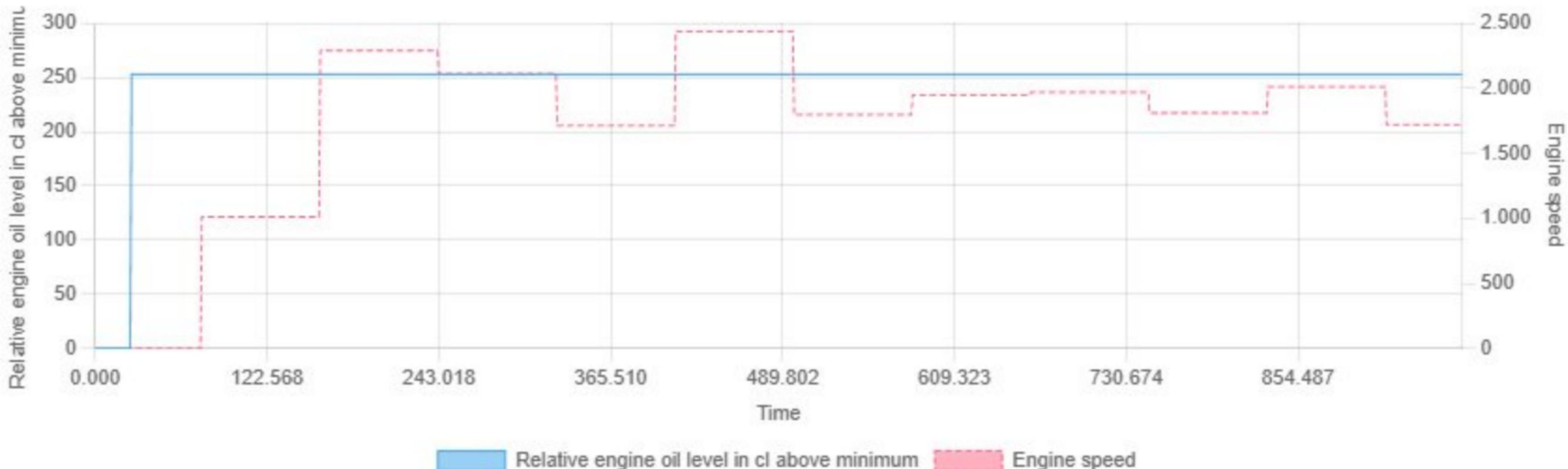
Min: 0.00 | Max: 156.75 | Avg: 49.15

Relative eccentric angle without reference to a stop vs Engine speed



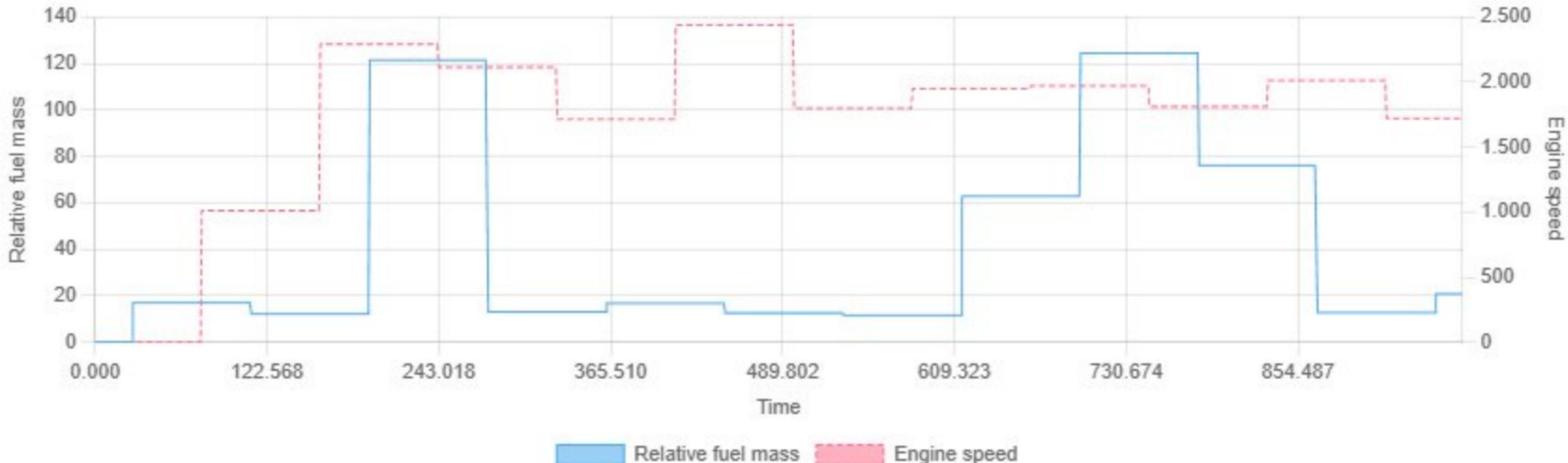
Min: -222.70 | Max: 0.00 | Avg: -153.92

Relative engine oil level in cl above minimum vs Engine speed



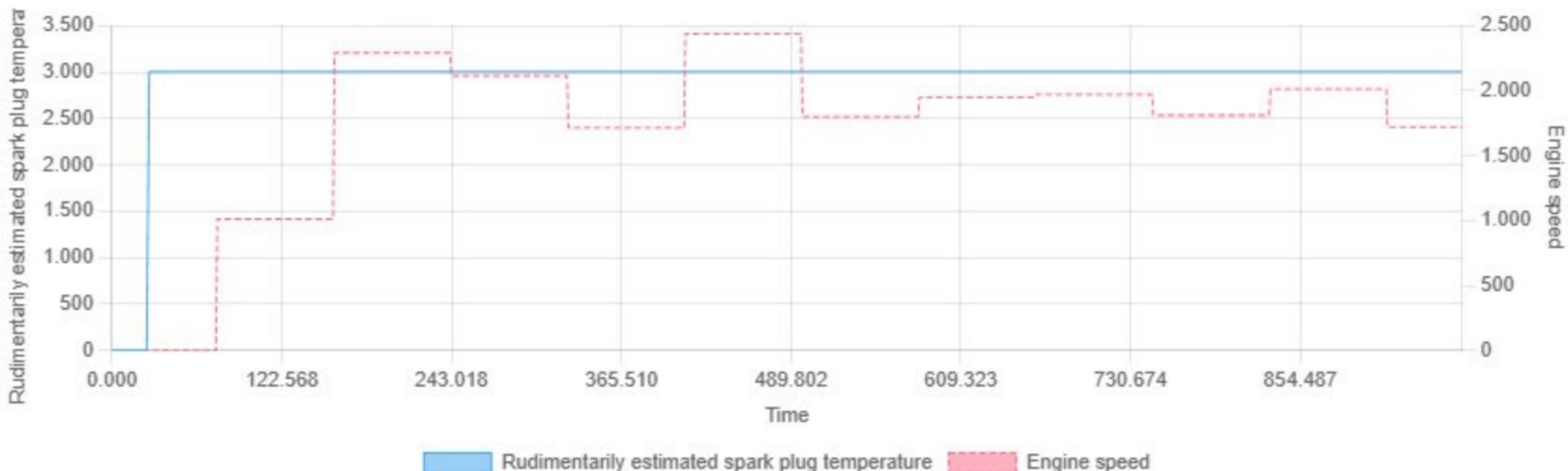
Min: 0.00 | Max: 253.00 | Avg: 246.26

Relative fuel mass vs Engine speed



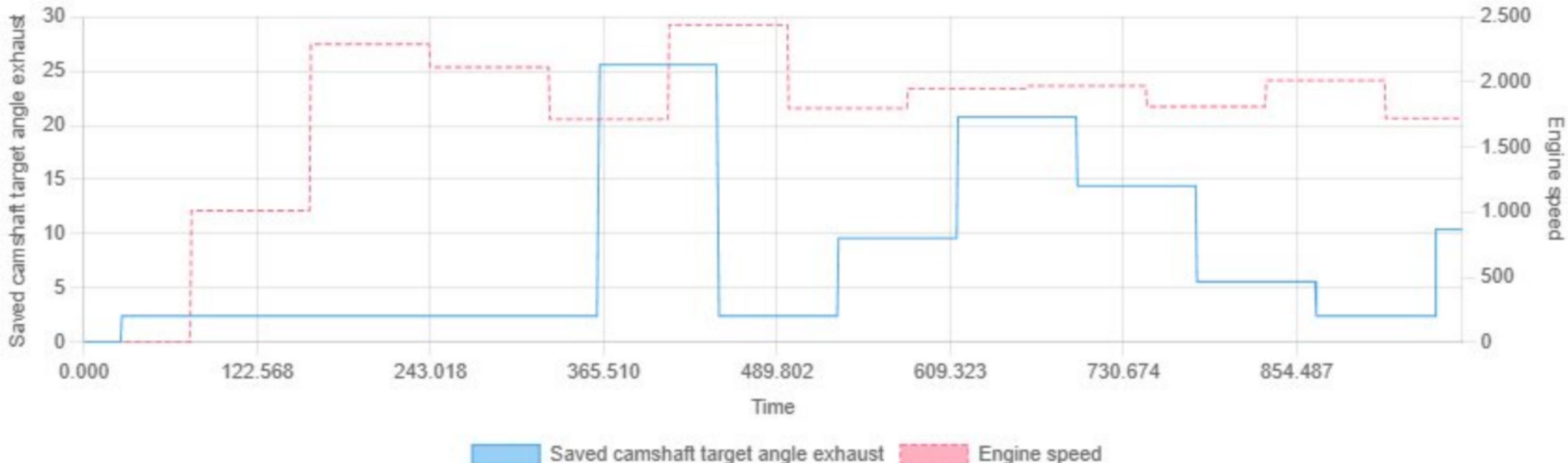
Min: 0.00 | Max: 124.50 | Avg: 42.05

Rudimentarily estimated spark plug temperature vs Engine speed



Min: 0.00 | Max: 3003.56 | Avg: 2922.40

Saved camshaft target angle exhaust vs Engine speed



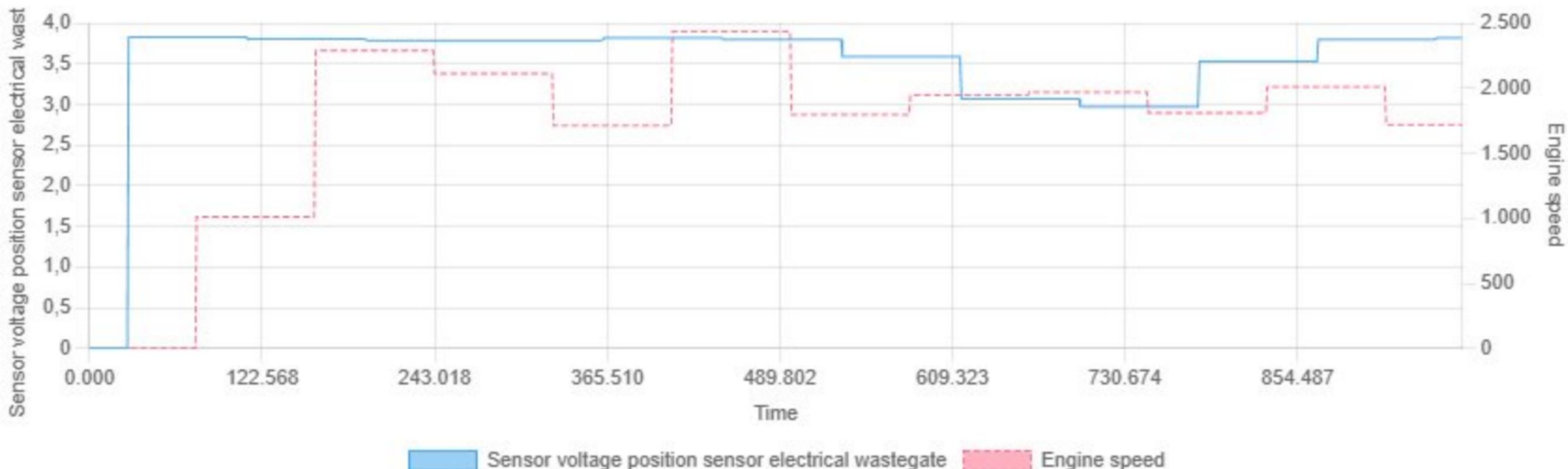
Min: 0.00 | Max: 25.59 | Avg: 8.04

Sensor temperature vs Engine speed



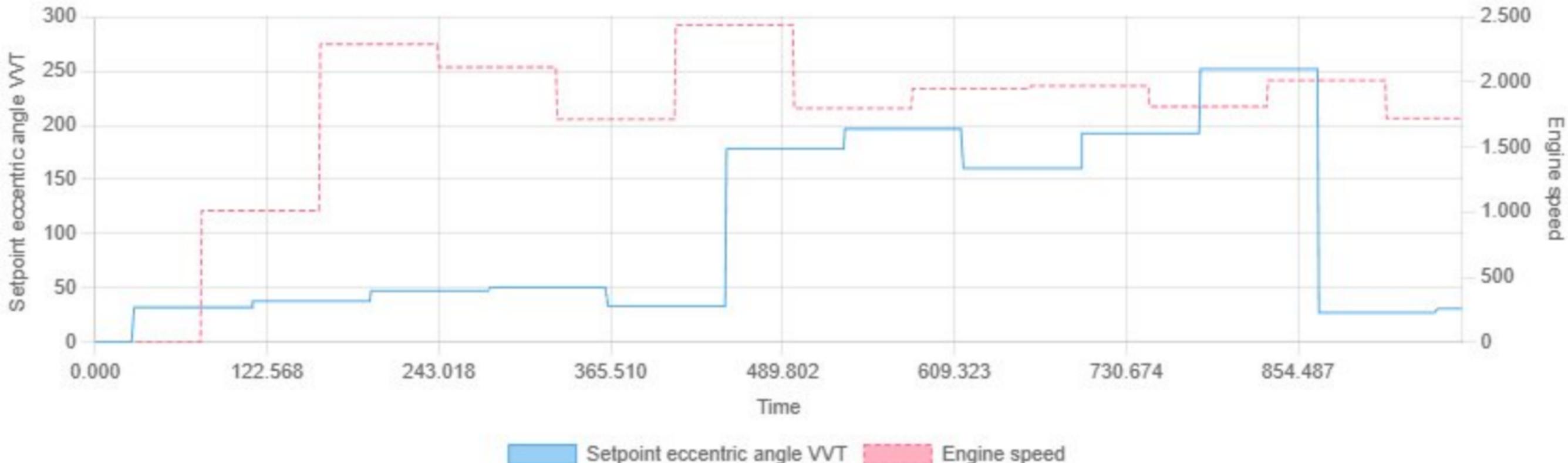
Min: 0.00 | Max: 5.00 | Avg: 4.86

Sensor voltage position sensor electrical wastegate vs Engine speed



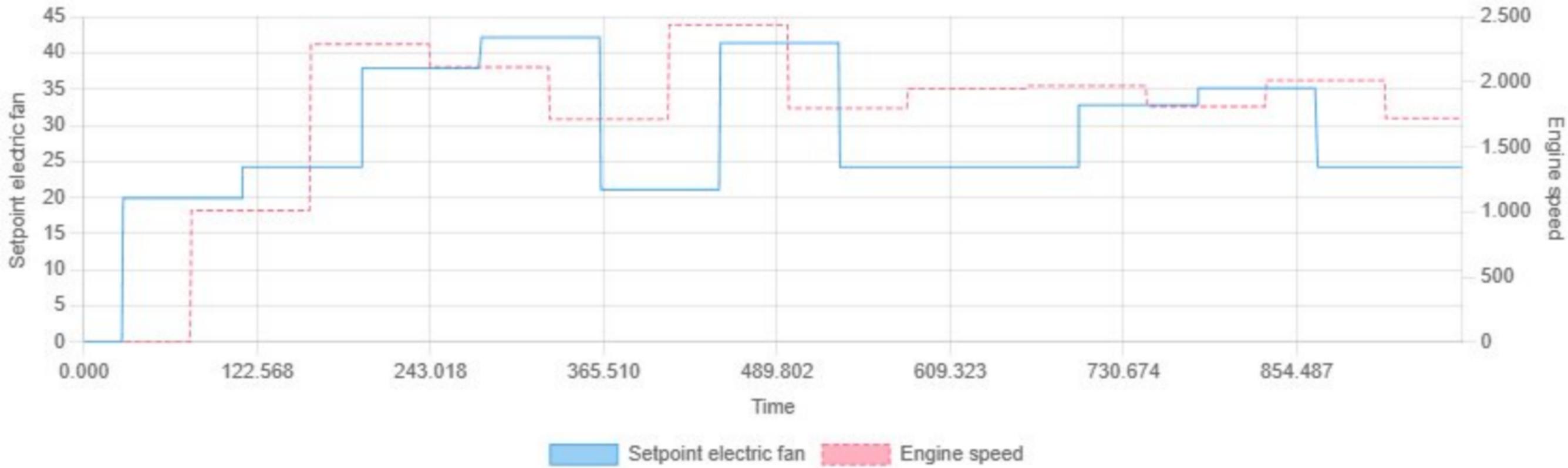
Min: 0.00 | Max: 3.83 | Avg: 3.52

Setpoint eccentric angle VVT vs Engine speed



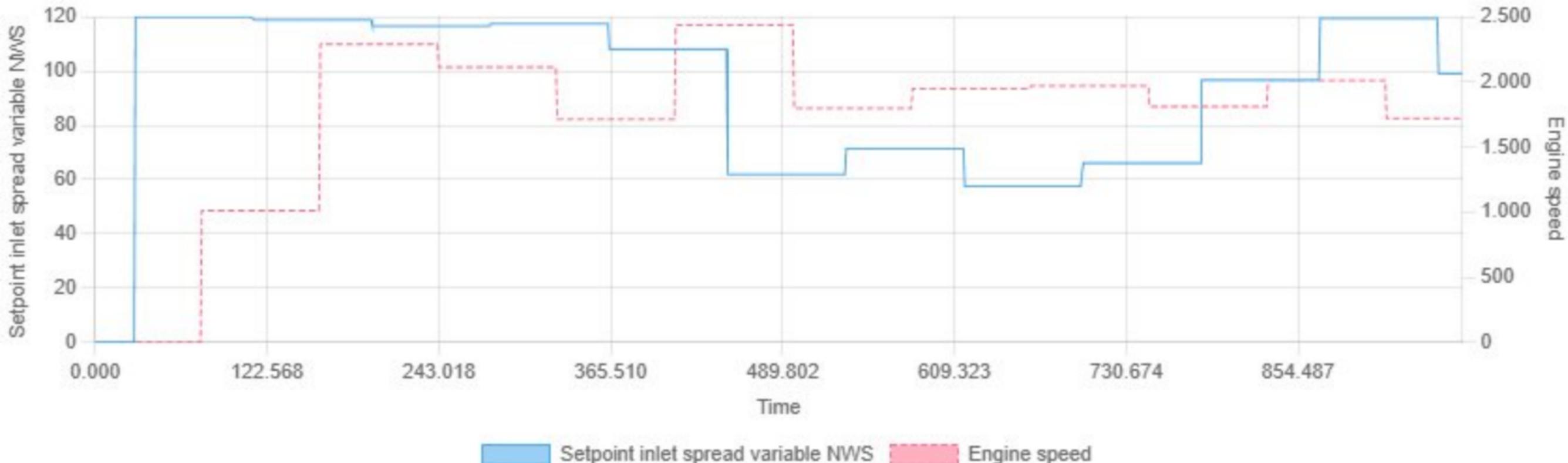
Min: 0.00 | Max: 252.00 | Avg: 105.21

Setpoint electric fan vs Engine speed



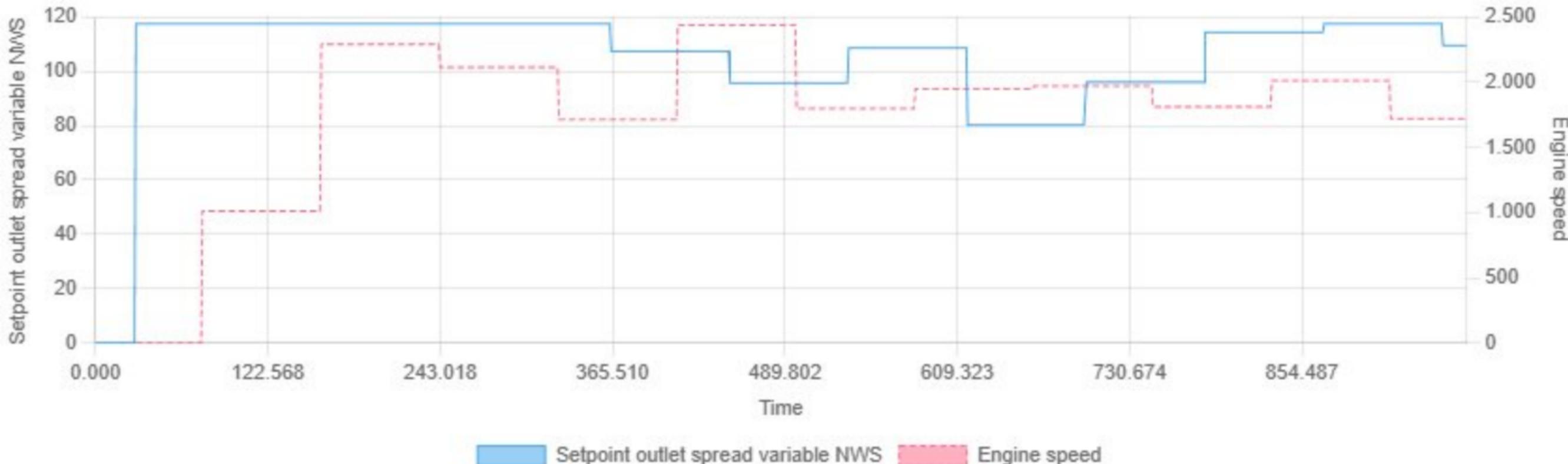
Min: 0.00 | Max: 42.18 | Avg: 28.80

Setpoint inlet spread variable NWS vs Engine speed



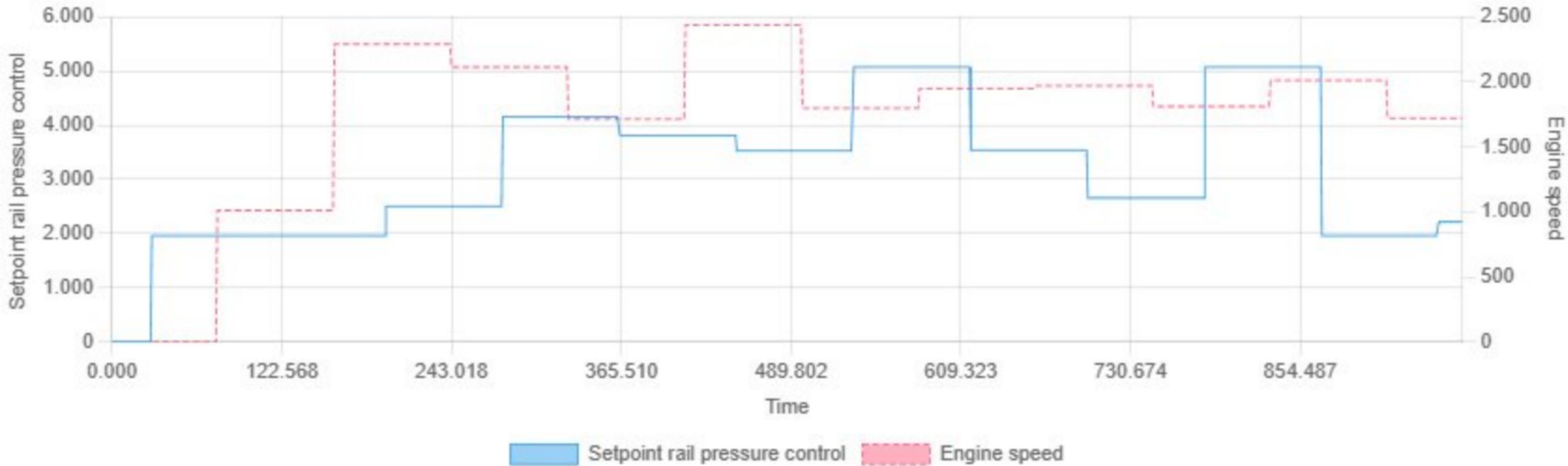
Min: 0.00 | Max: 120.00 | Avg: 93.14

Setpoint outlet spread variable NWS vs Engine speed



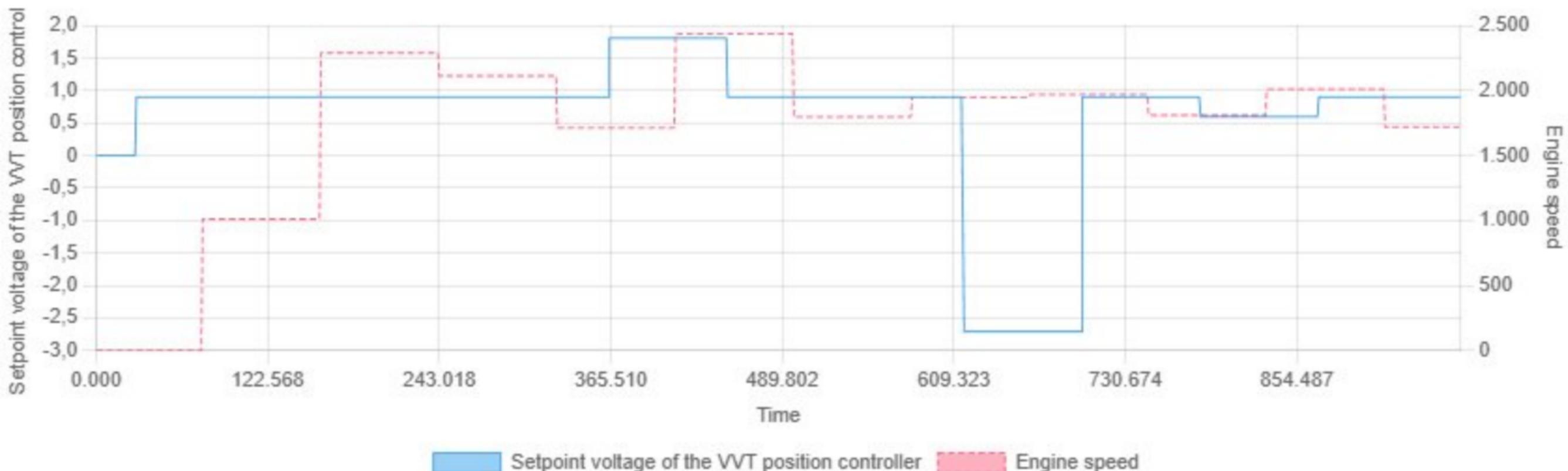
Min: 0.00 | Max: 117.50 | Avg: 105.06

Setpoint rail pressure control vs Engine speed



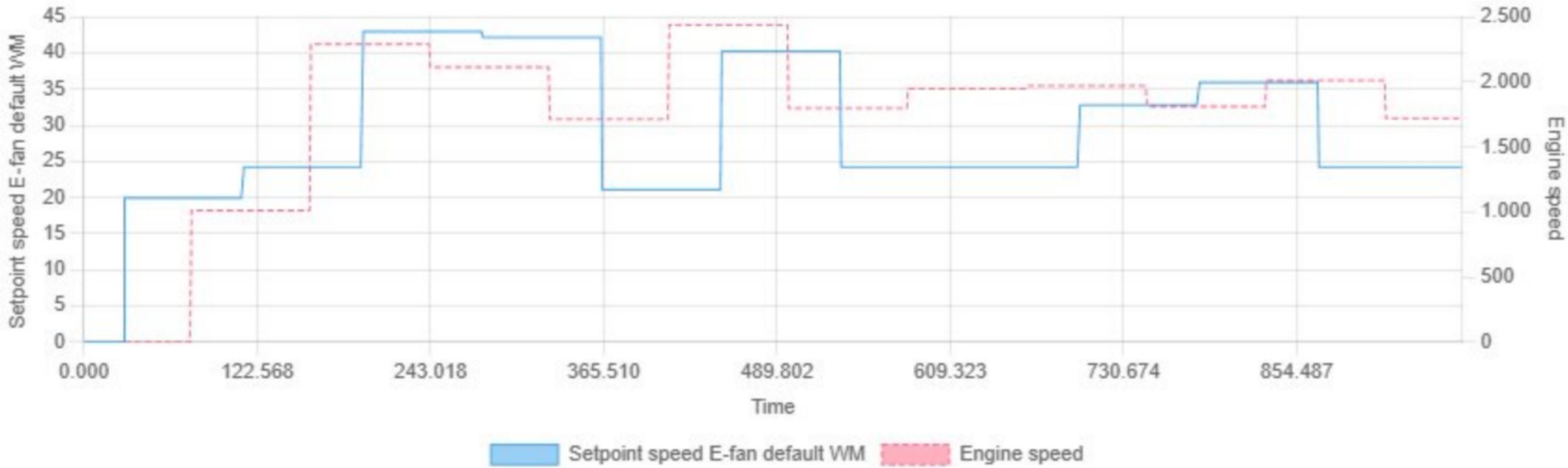
Min: 0.00 | Max: 5076.33 | Avg: 3177.51

Setpoint voltage of the VVT position controller vs Engine speed



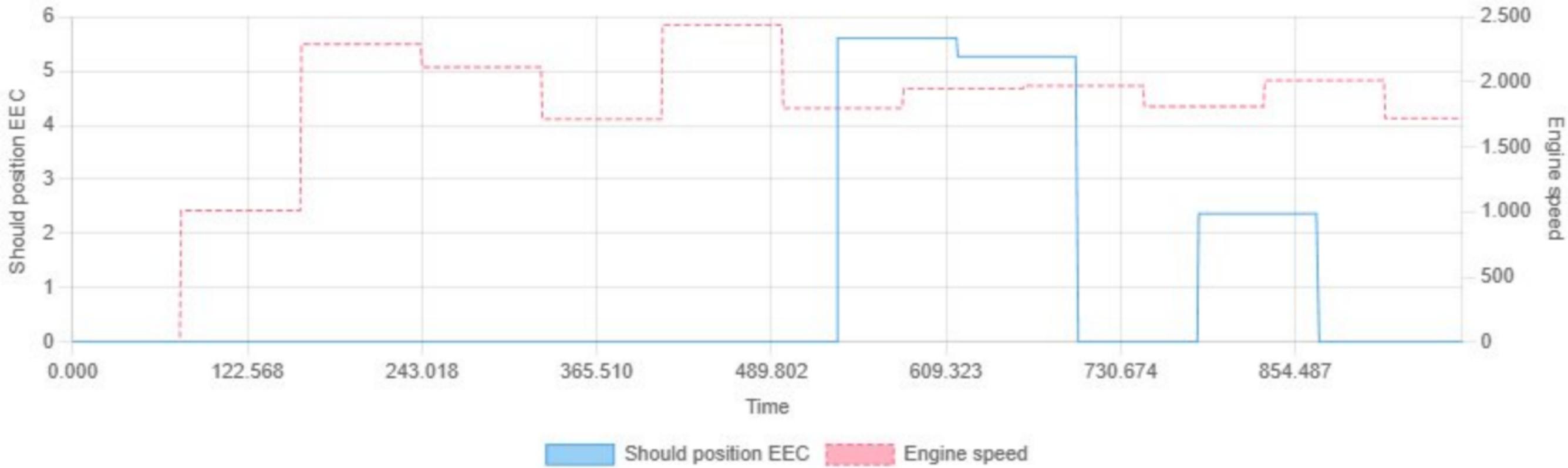
Min: -2.71 | Max: 1.81 | Avg: 0.61

Setpoint speed E-fan default WM vs Engine speed



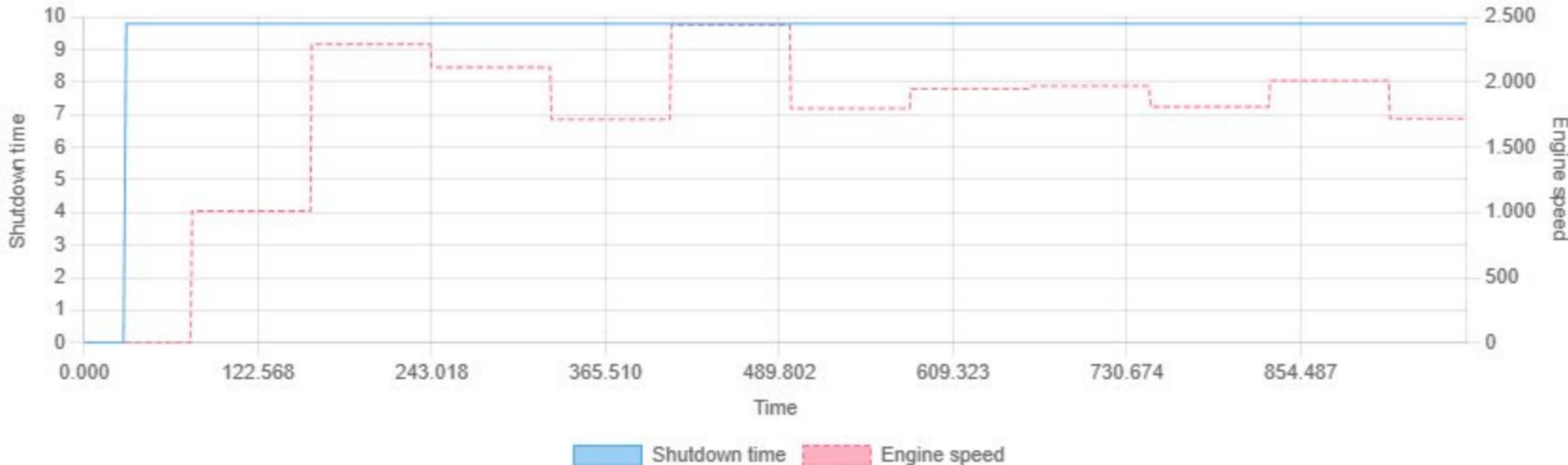
Min: 0.00 | Max: 42.97 | Avg: 29.19

Should position EEC vs Engine speed



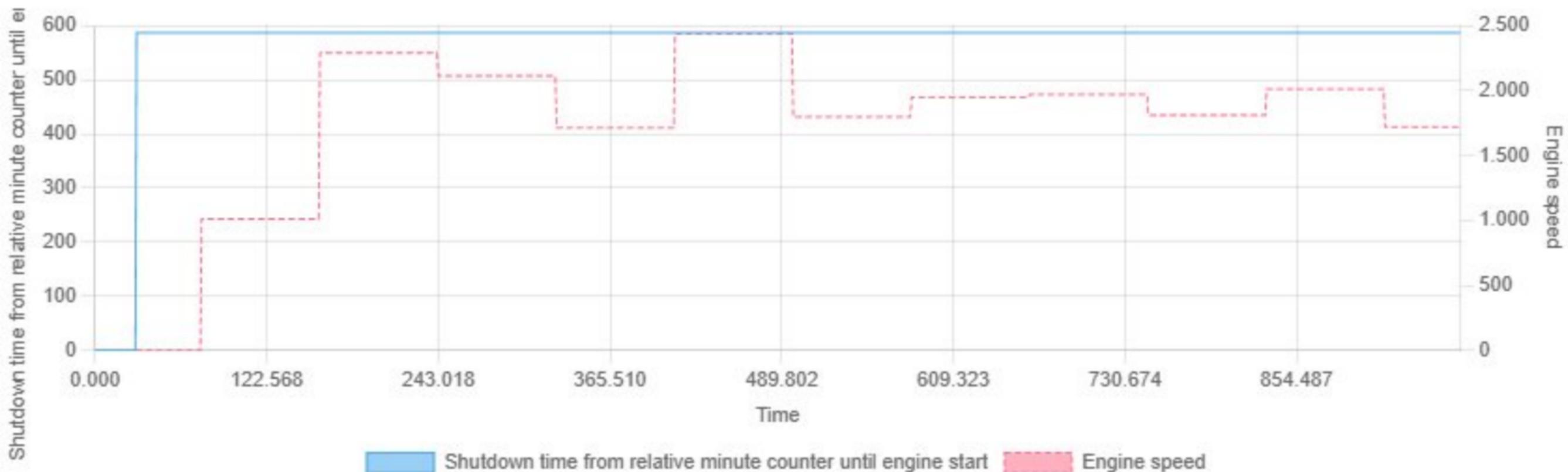
Min: 0.00 | Max: 5.61 | Avg: 1.15

Shutdown time vs Engine speed



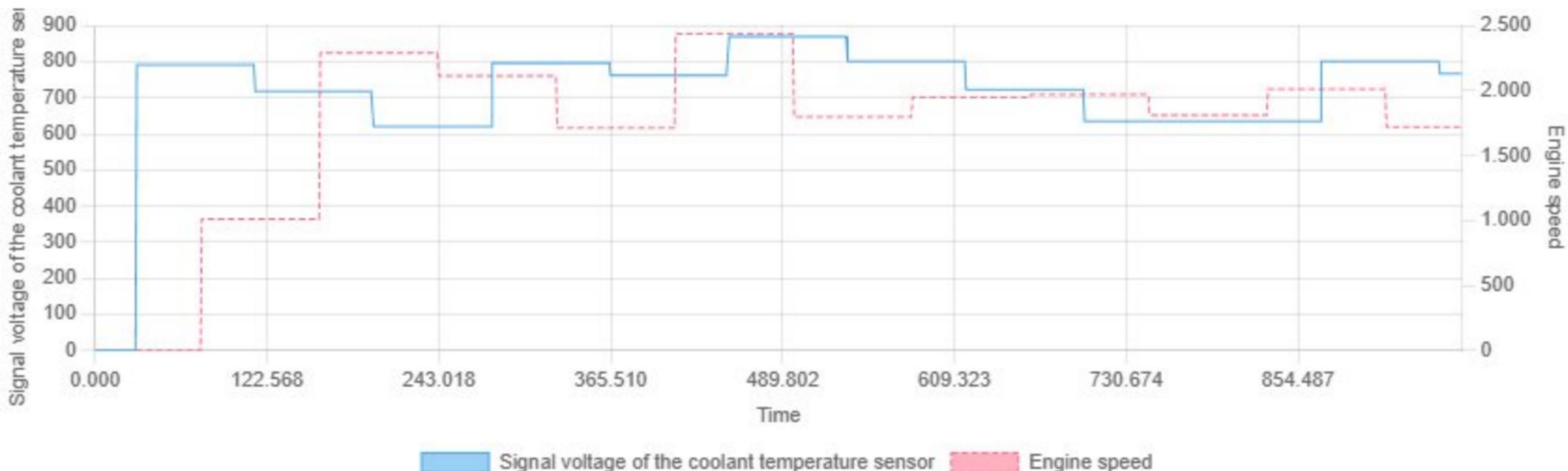
Min: 0.00 | Max: 9.79 | Avg: 9.50

Shutdown time from relative minute counter until engine start vs Engine speed



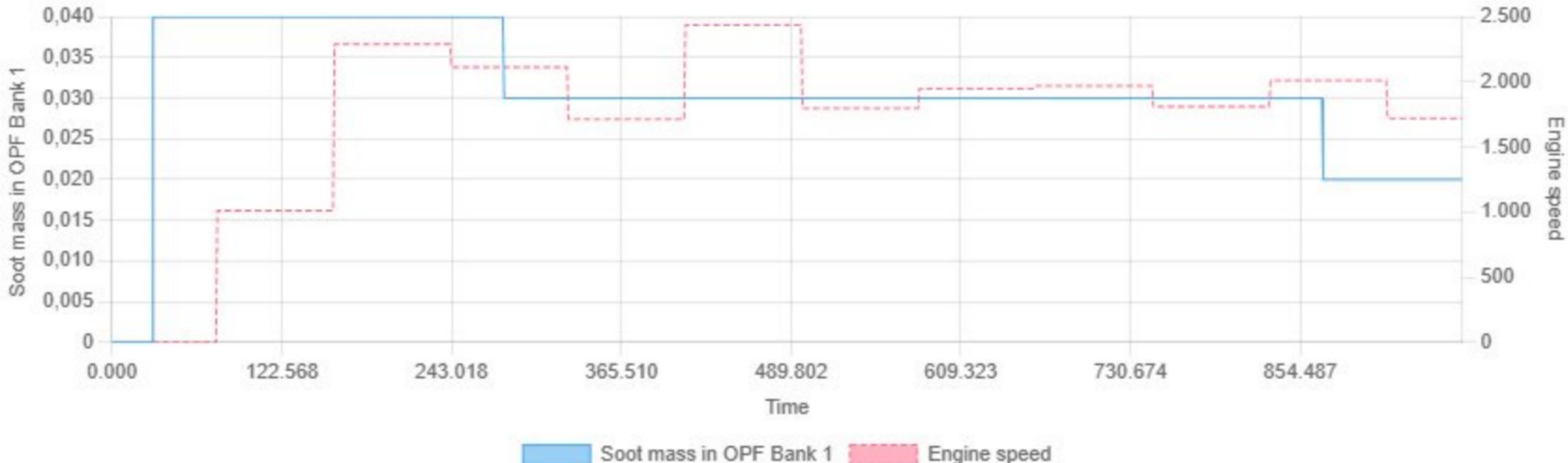
Min: 0.00 | Max: 587.00 | Avg: 569.35

Signal voltage of the coolant temperature sensor vs Engine speed



Min: 0.00 | Max: 869.80 | Avg: 719.40

Soot mass in OPF Bank 1 vs Engine speed



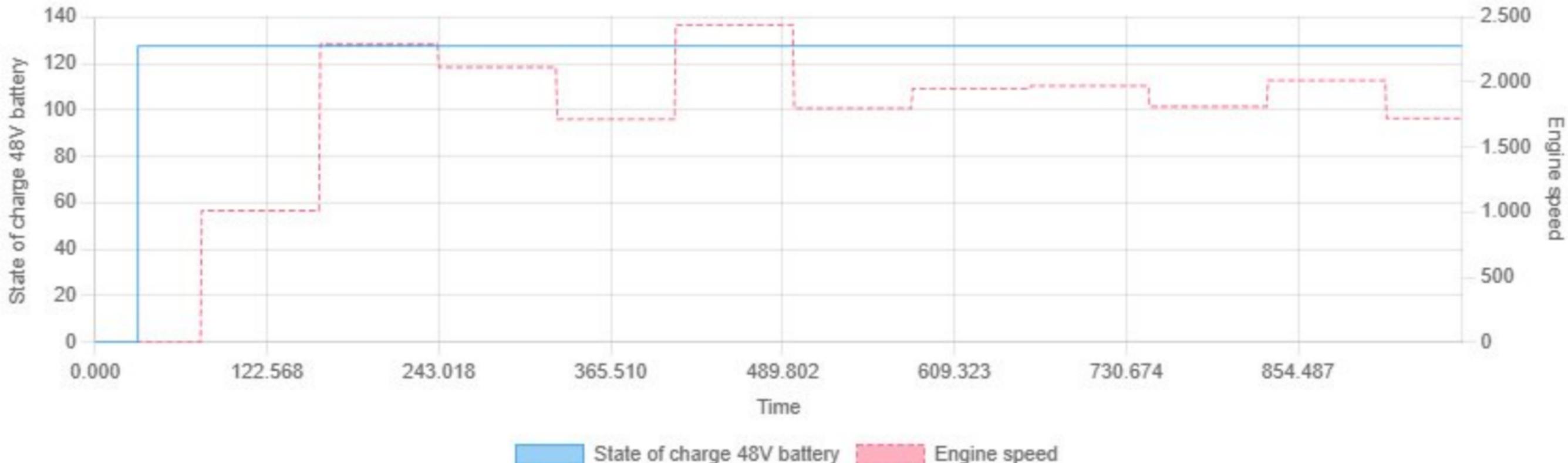
Min: 0.00 | Max: 0.04 | Avg: 0.03

Speed gear input vs Engine speed



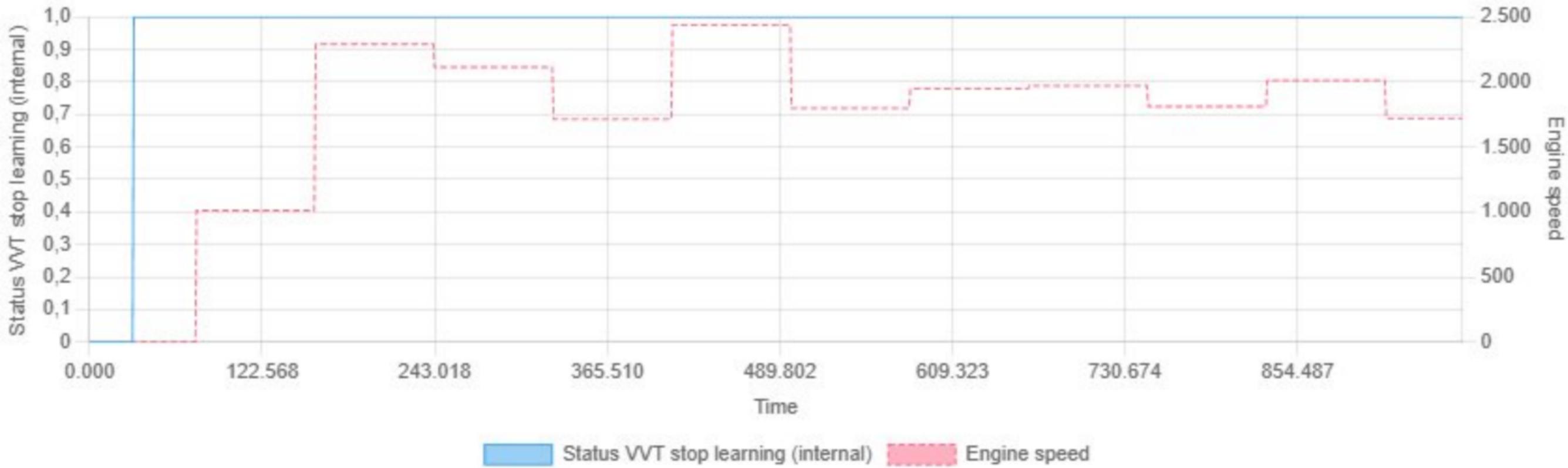
Min: 0.00 | Max: 20.93 | Avg: 13.52

State of charge 48V battery vs Engine speed



Min: 0.00 | Max: 127.50 | Avg: 123.50

Status VVT stop learning (internal) vs Engine speed



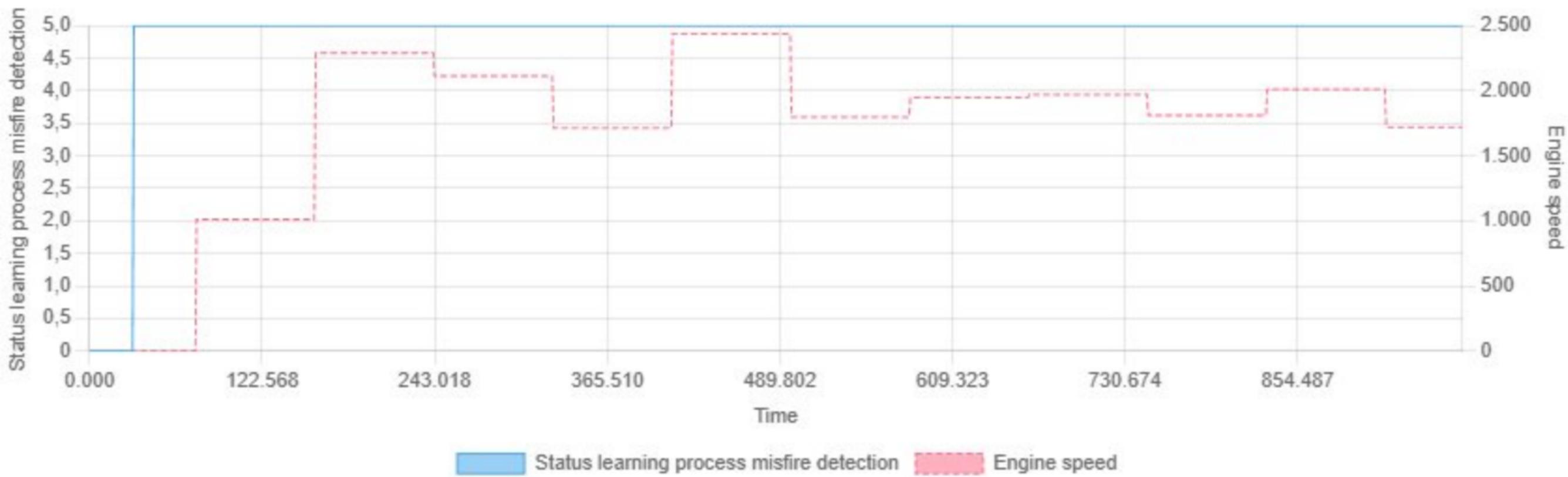
Min: 0.00 | Max: 1.00 | Avg: 0.97

Status error overload VVT1 vs Engine speed



Min: 0.00 | Max: 8.00 | Avg: 7.74

Status learning process misfire detection vs Engine speed



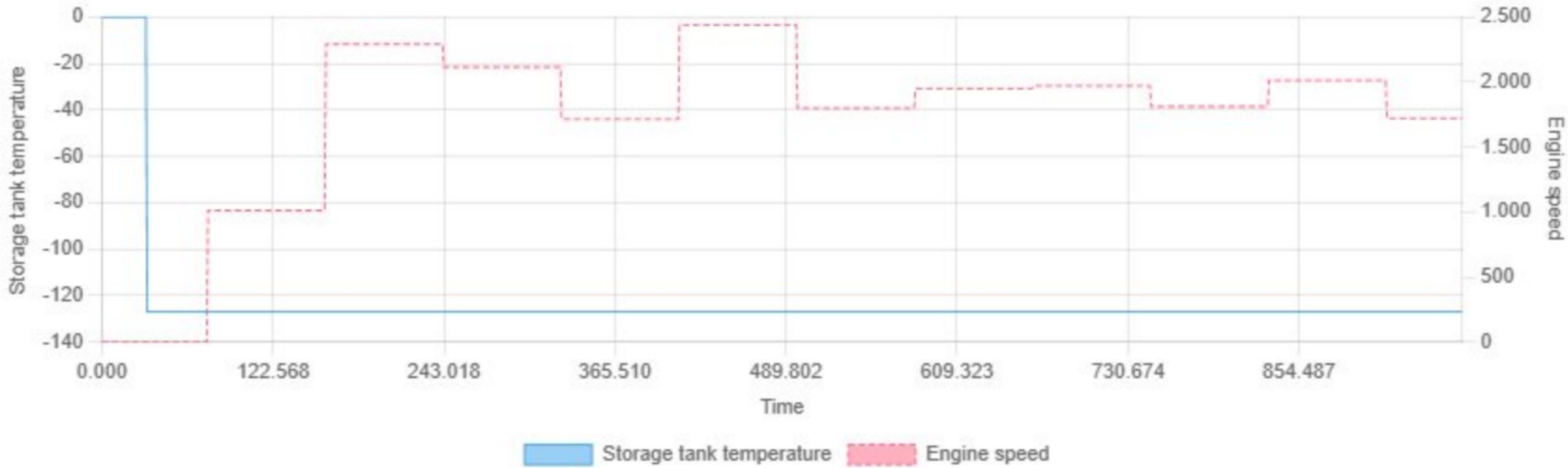
Min: 0.00 | Max: 5.00 | Avg: 4.84

Status of terminal 15 vs Engine speed



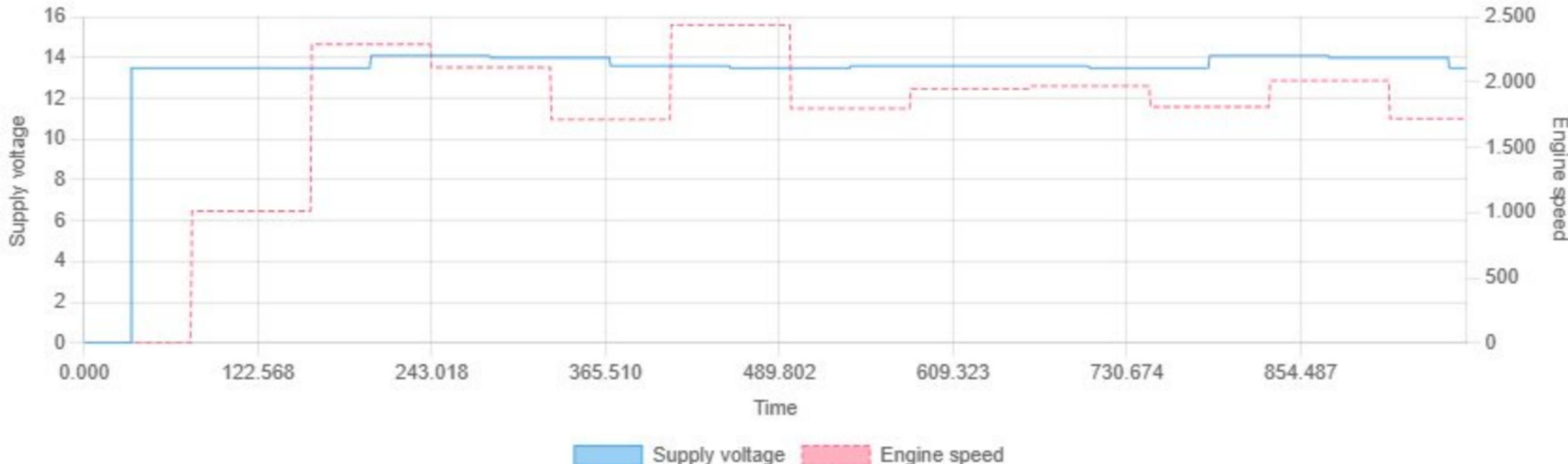
Min: 0.00 | Max: 1.00 | Avg: 0.97

Storage tank temperature vs Engine speed



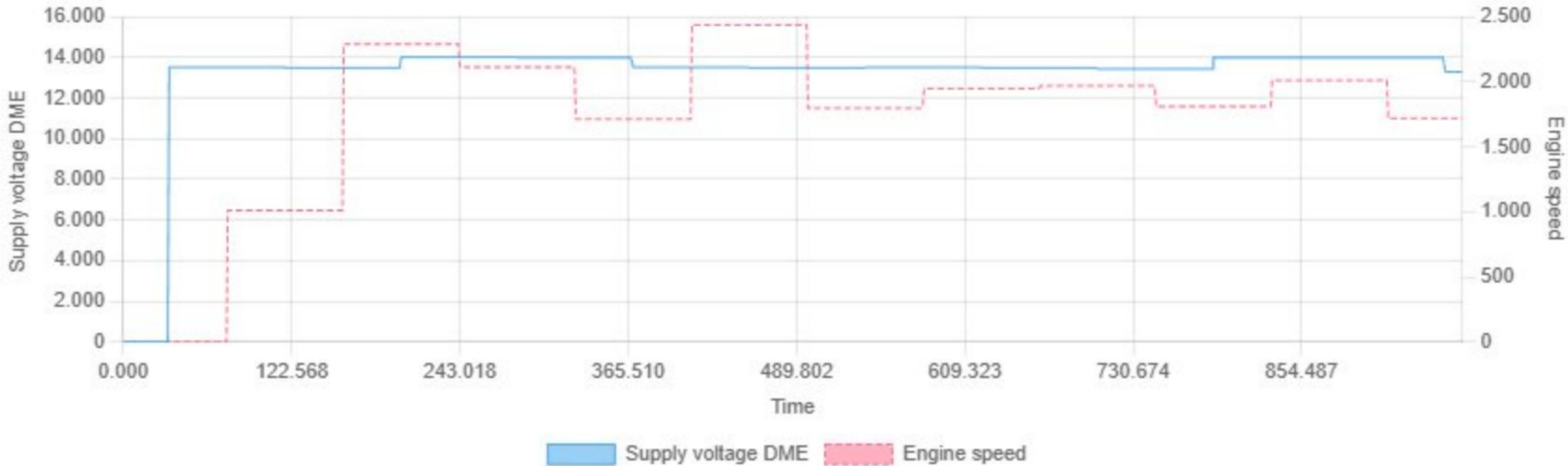
Min: -127.00 | Max: 0.00 | Avg: -122.77

Supply voltage vs Engine speed



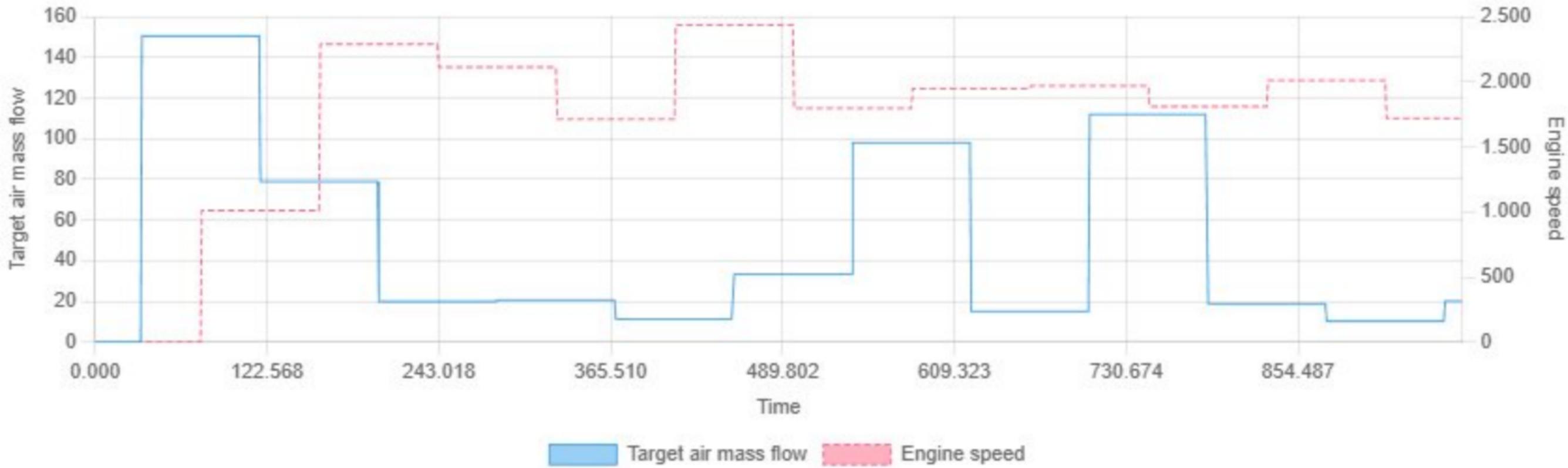
Min: 0.00 | Max: 14.10 | Avg: 13.26

Supply voltage DME vs Engine speed



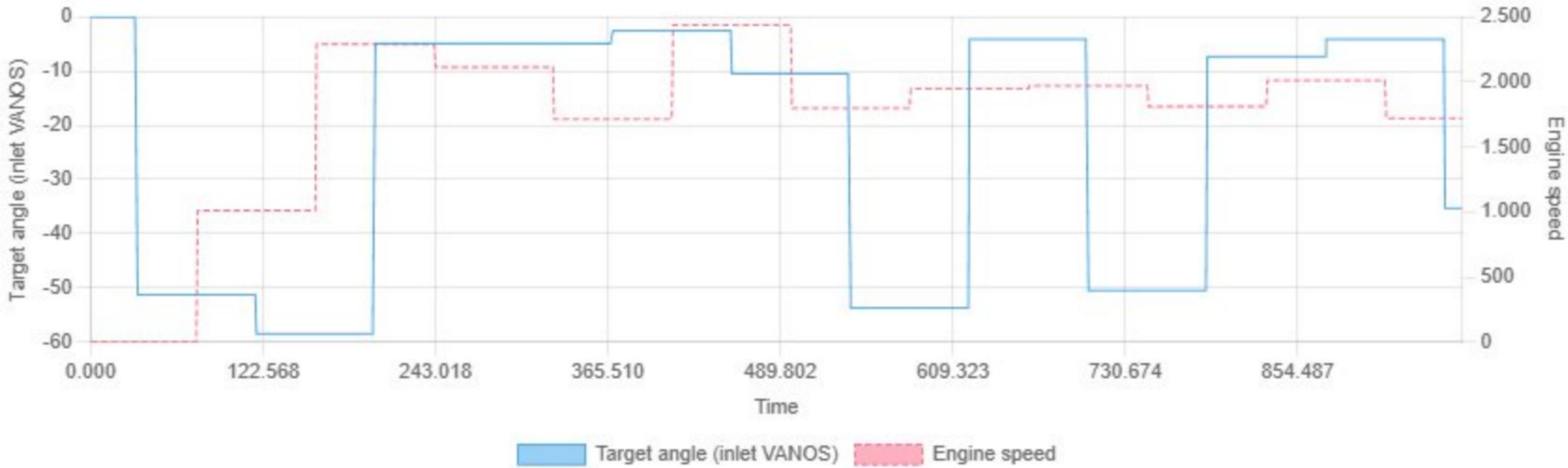
Min: 0.00 | Max: 14020.00 | Avg: 13217.41

Target air mass flow vs Engine speed

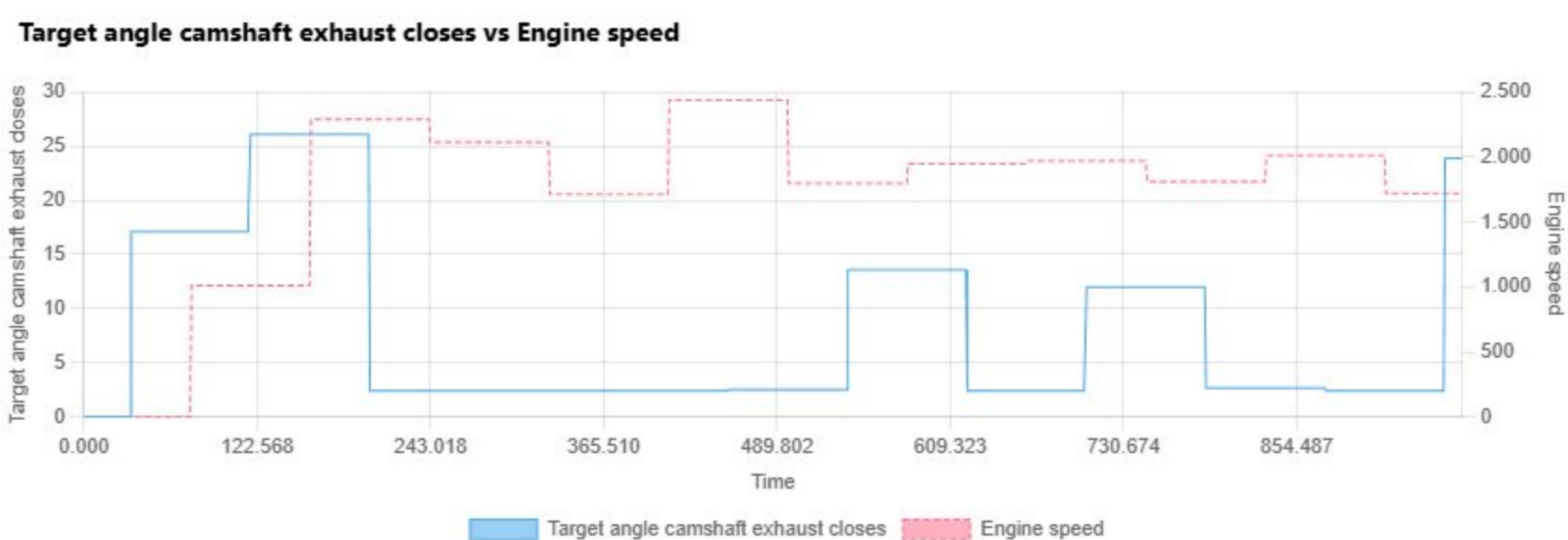


Min: 0.00 | Max: 150.60 | Avg: 49.54

Target angle (inlet VANOS) vs Engine speed

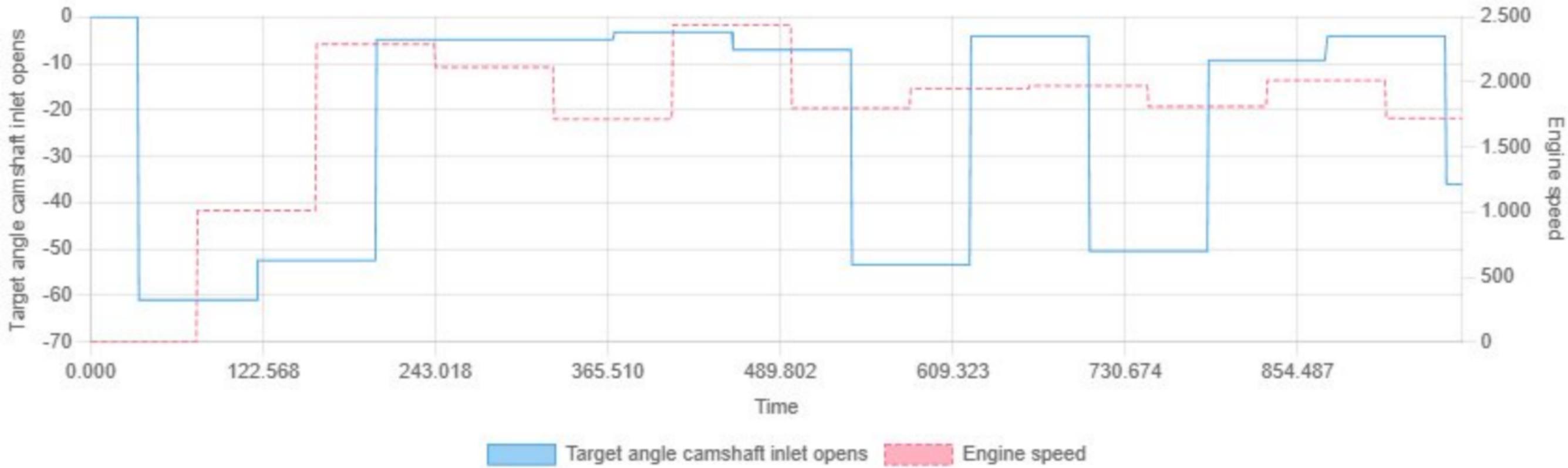


Min: -58.50 | Max: 0.00 | Avg: -22.32



Min: 0.00 | Max: 26.08 | Avg: 7.77

Target angle camshaft inlet opens vs Engine speed

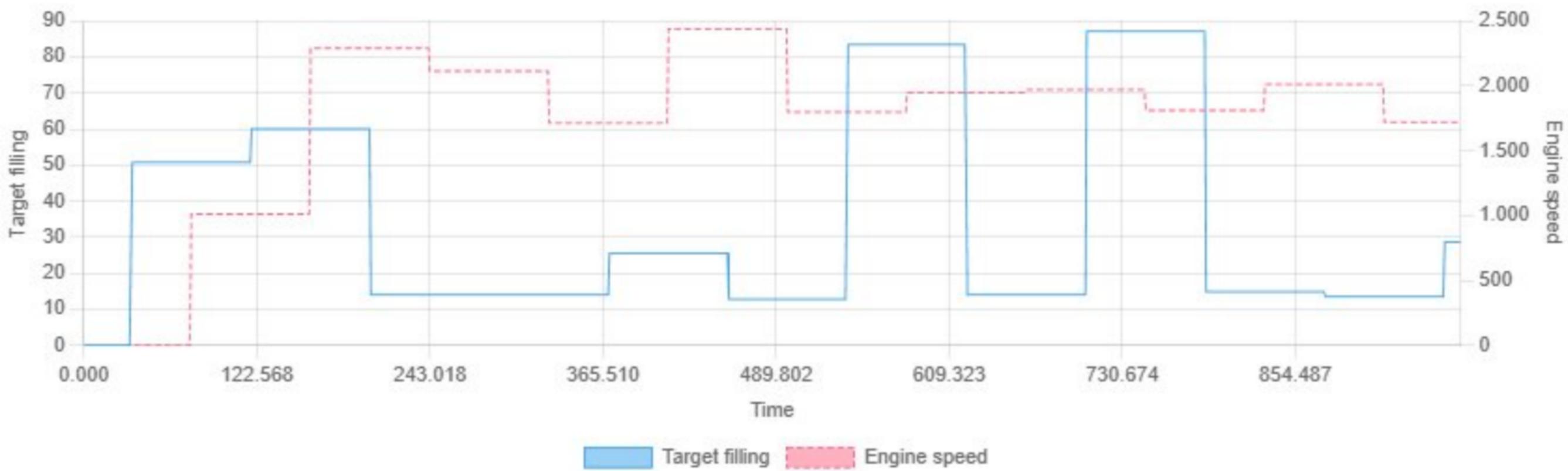


Min: -60.94 | Max: 0.00 | Avg: -22.56

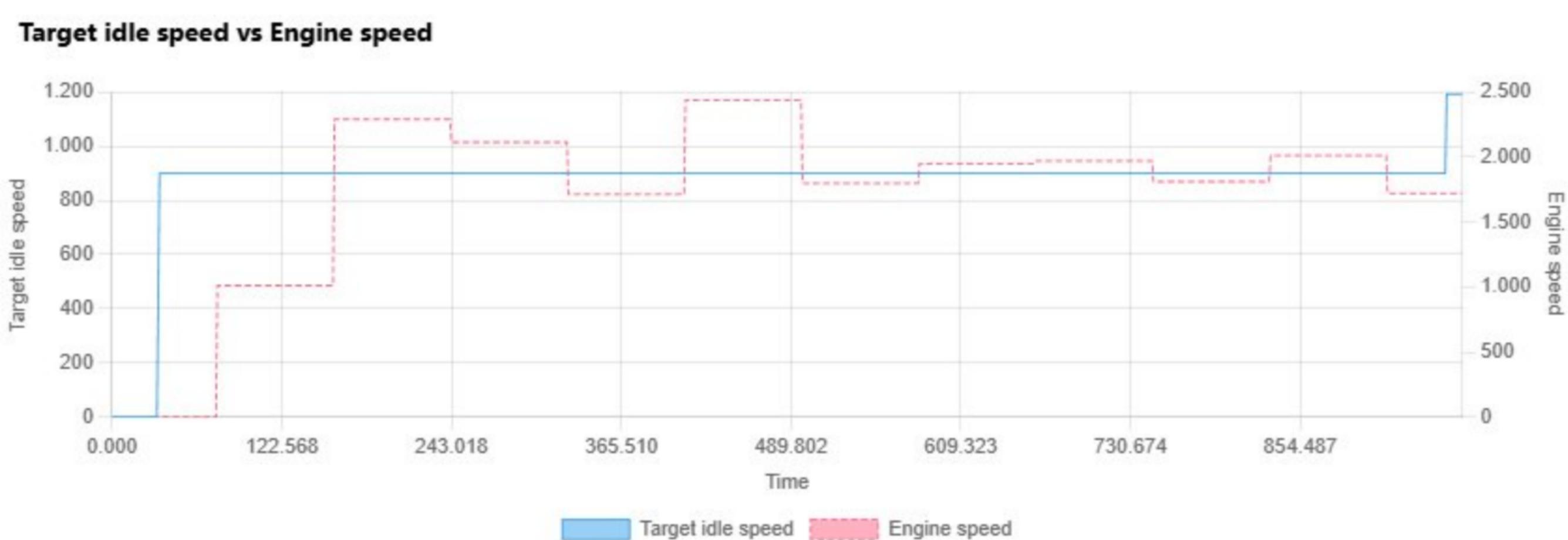


Min: -1.67 | Max: 1.30 | Avg: 0.24

Target filling vs Engine speed

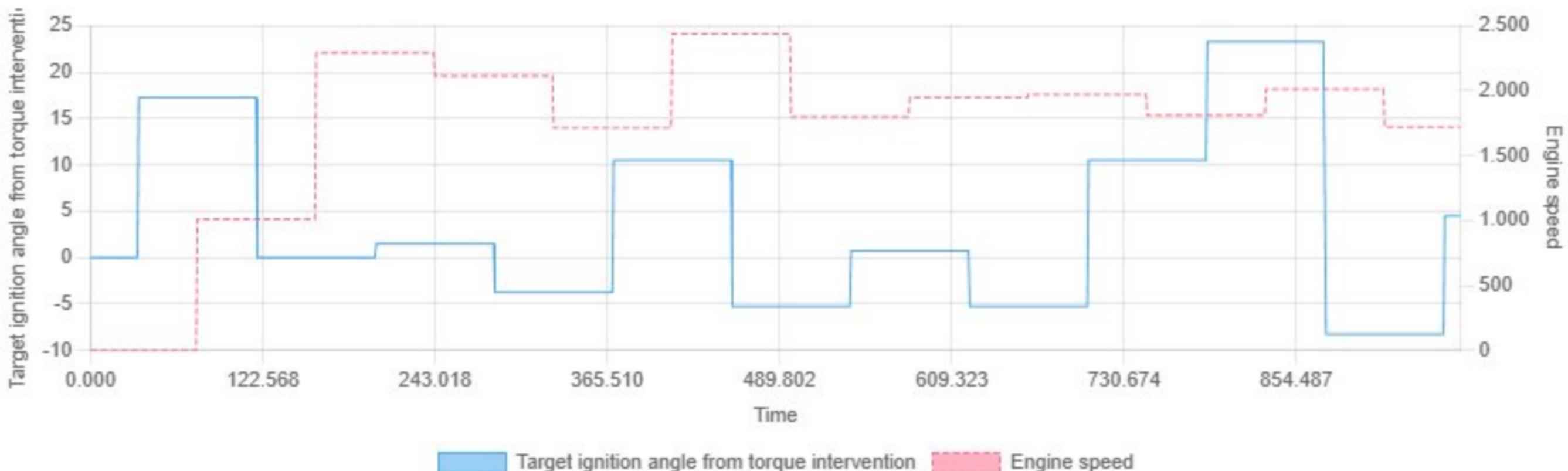


Min: 0.00 | Max: 87.16 | Avg: 34.14



Min: 0.00 | Max: 1192.00 | Avg: 872.15

Target ignition angle from torque intervention vs Engine speed

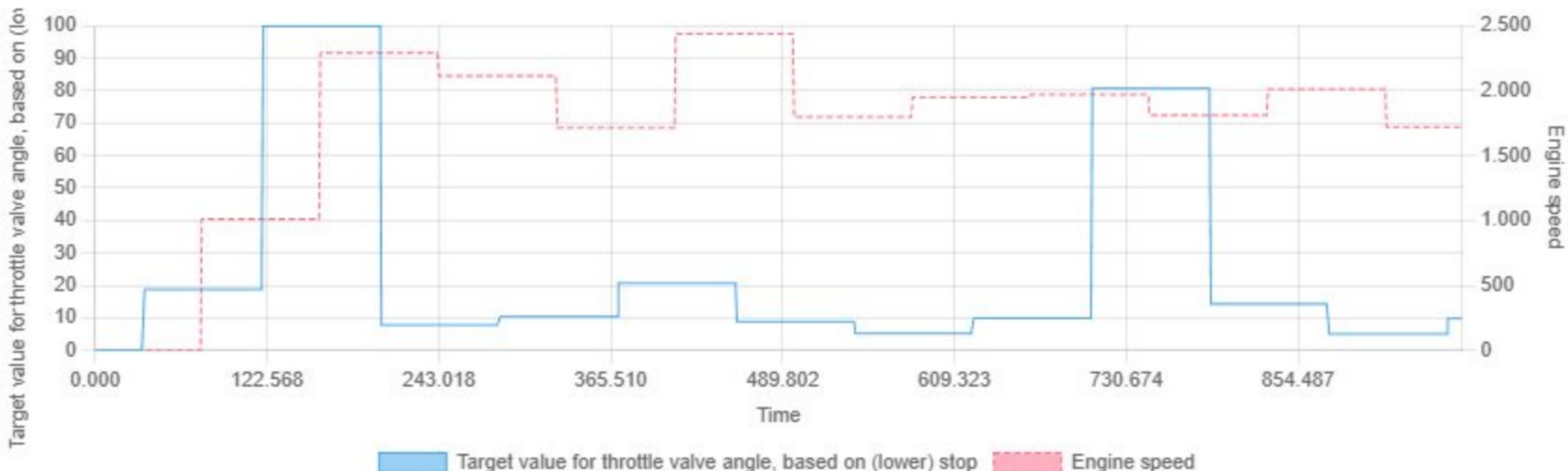


Min: -8.25 | Max: 23.25 | Avg: 3.63

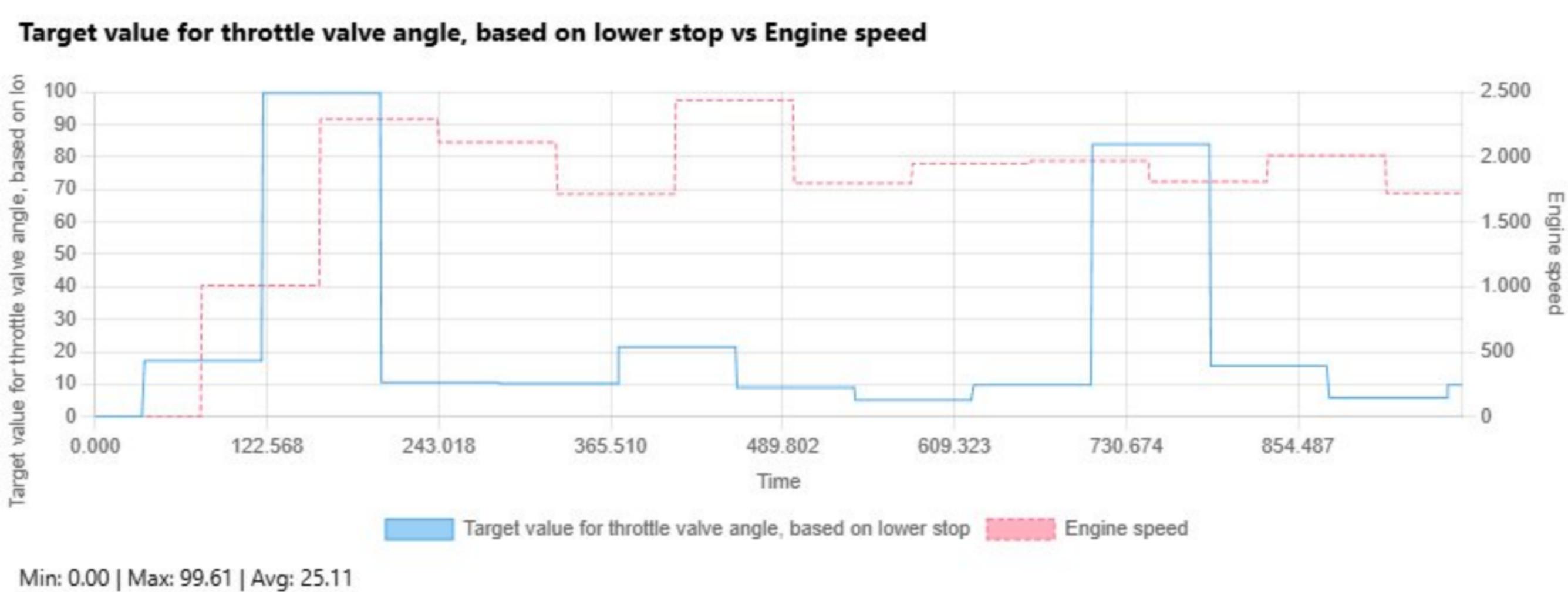


Min: 0.00 | Max: 95.00 | Avg: 91.64

Target value for throttle valve angle, based on (lower) stop vs Engine speed

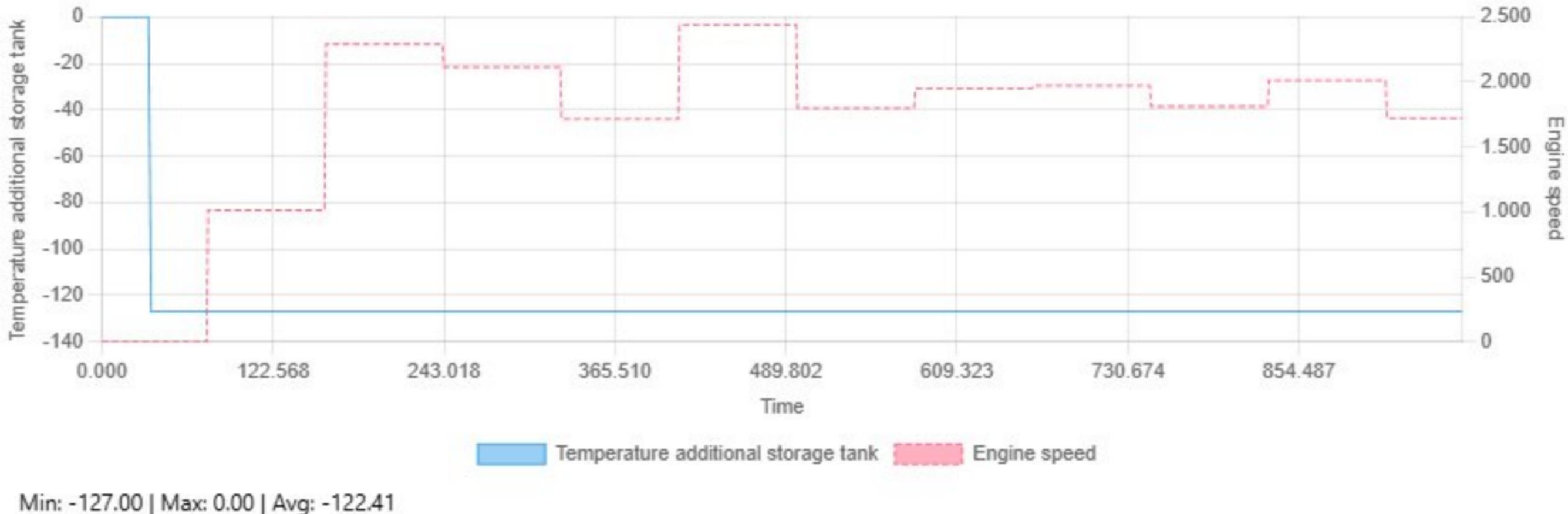


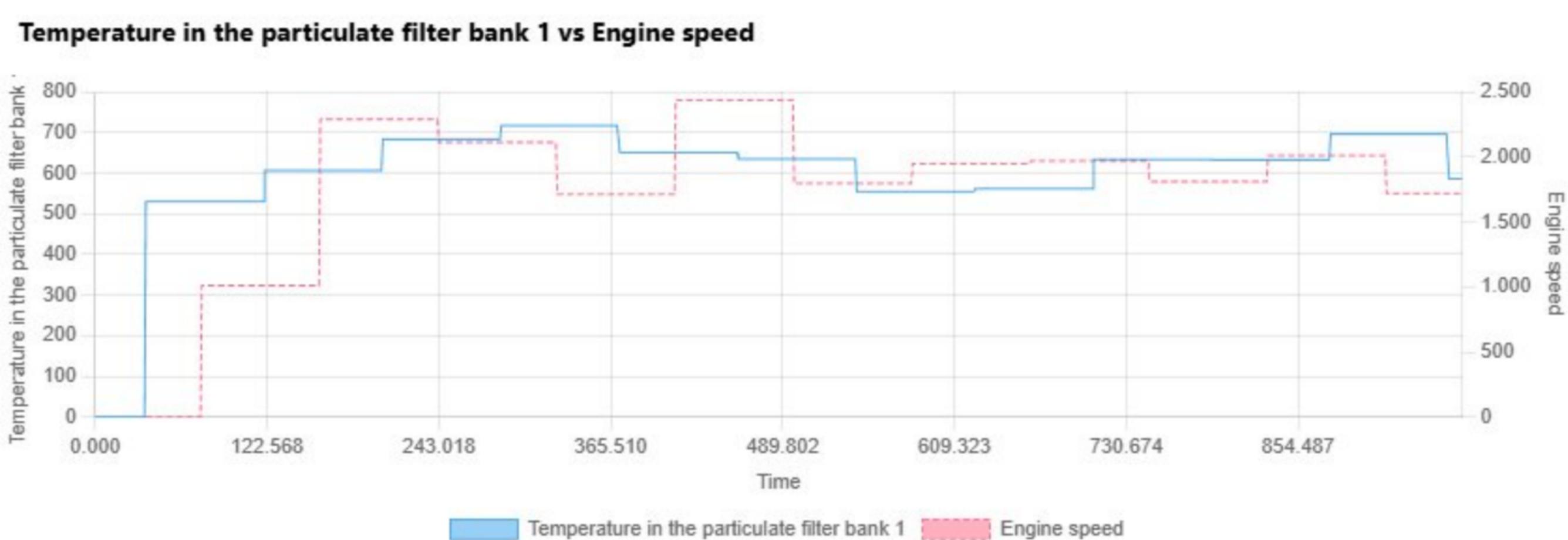
Min: 0.00 | Max: 99.85 | Avg: 24.51



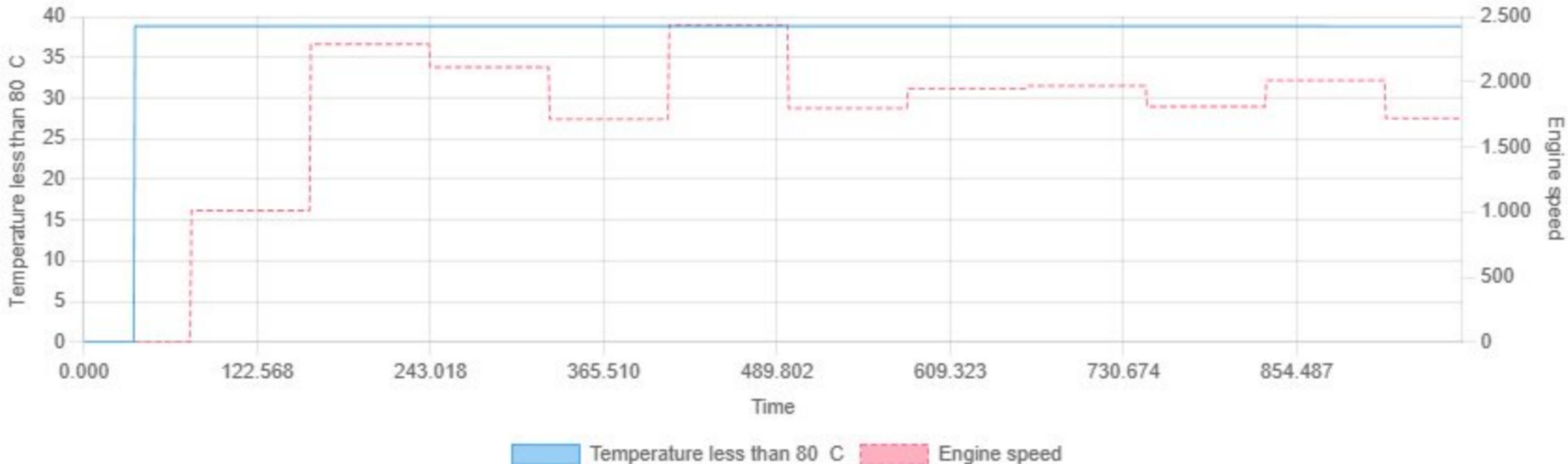


Temperature additional storage tank vs Engine speed



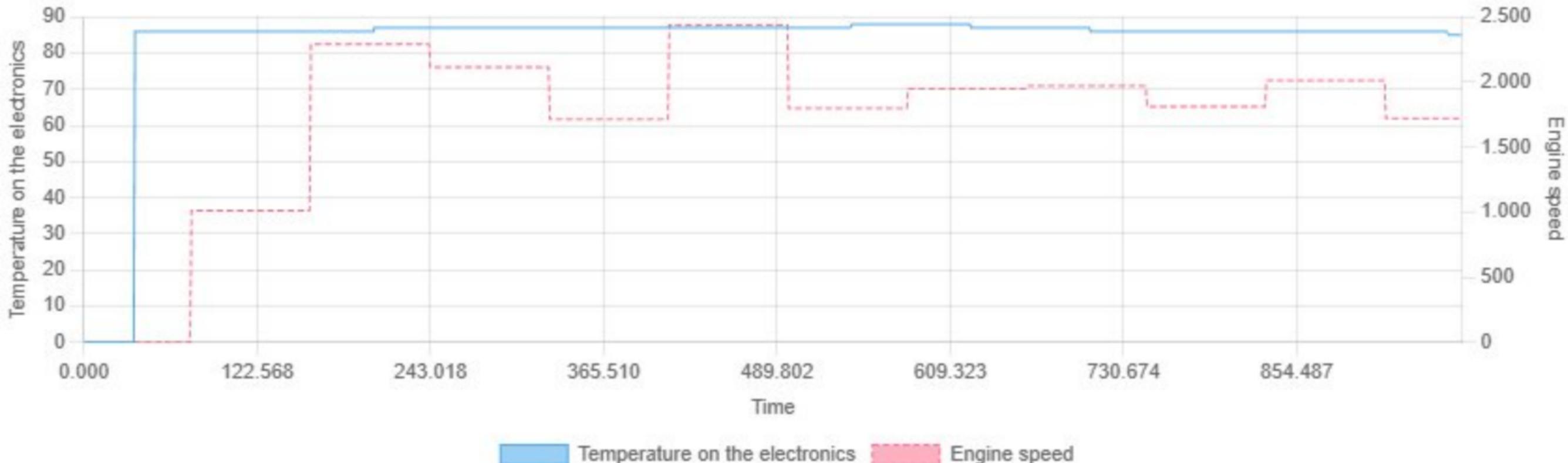


Temperature less than 80 C vs Engine speed



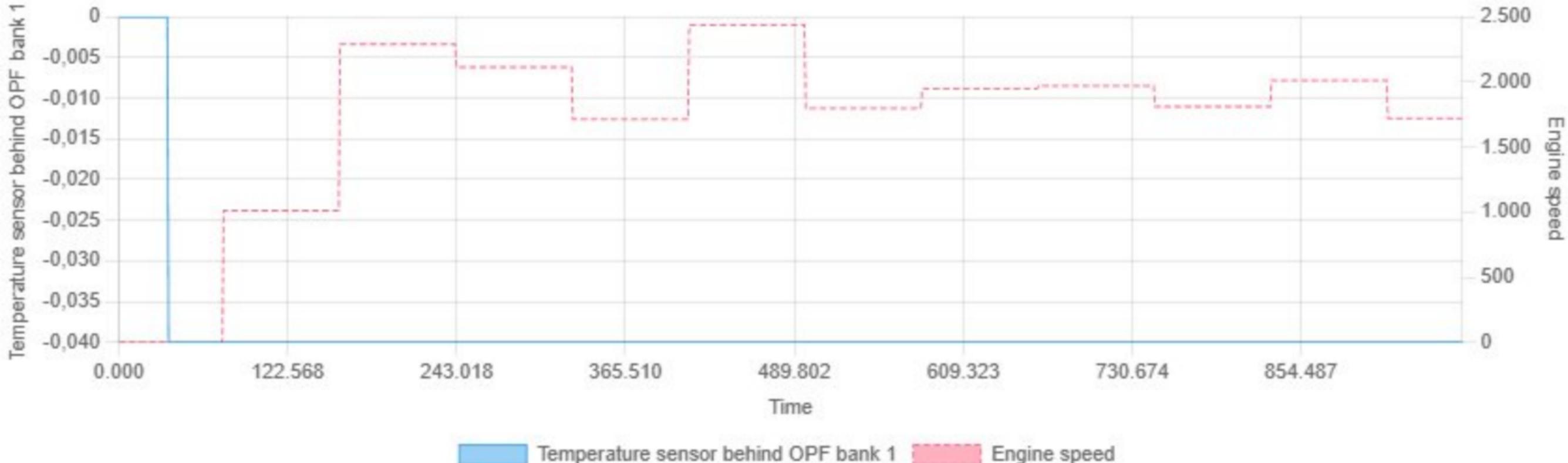
Min: 0.00 | Max: 38.86 | Avg: 37.43

Temperature on the electronics vs Engine speed



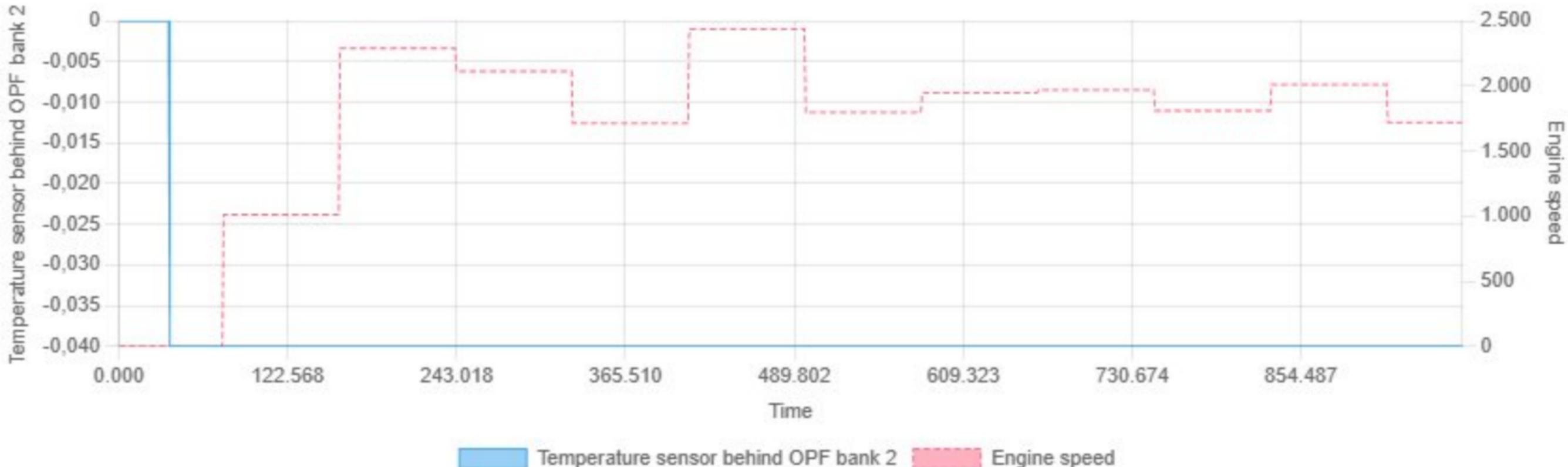
Min: 0.00 | Max: 88.00 | Avg: 83.42

Temperature sensor behind OPF bank 1 vs Engine speed



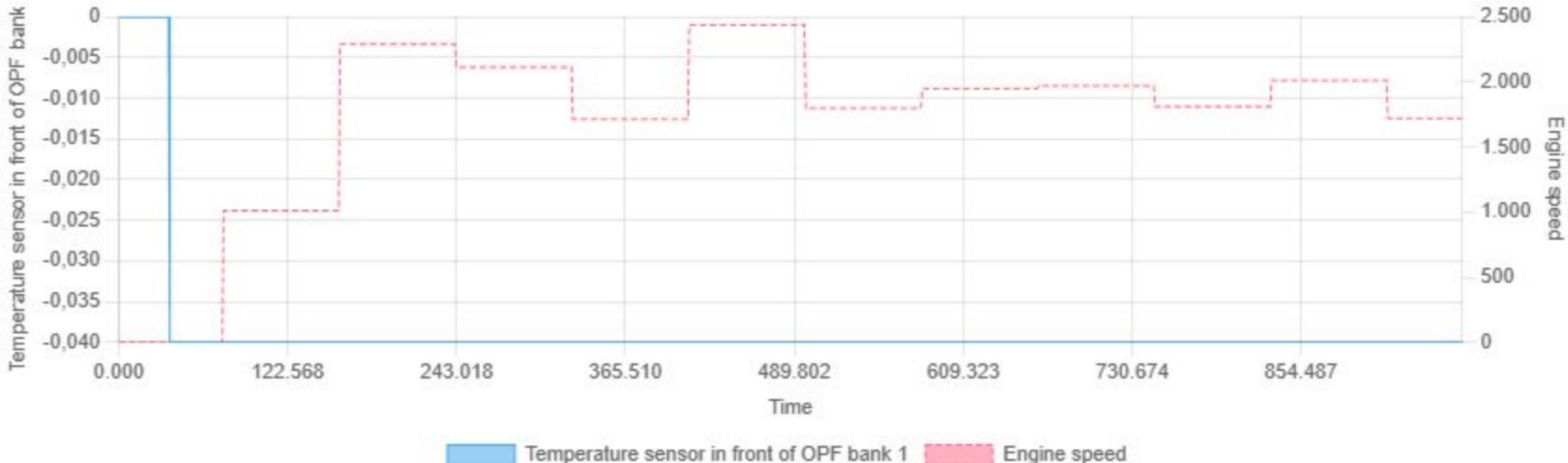
Min: -0.04 | Max: 0.00 | Avg: -0.04

Temperature sensor behind OPF bank 2 vs Engine speed



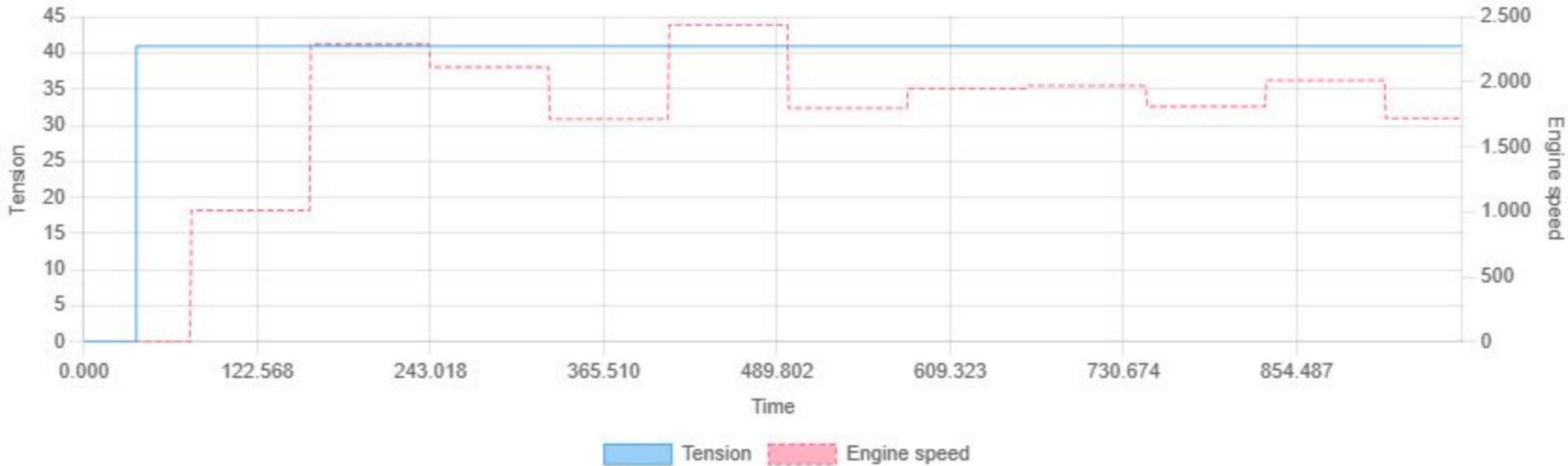
Min: -0.04 | Max: 0.00 | Avg: -0.04

Temperature sensor in front of OPF bank 1 vs Engine speed



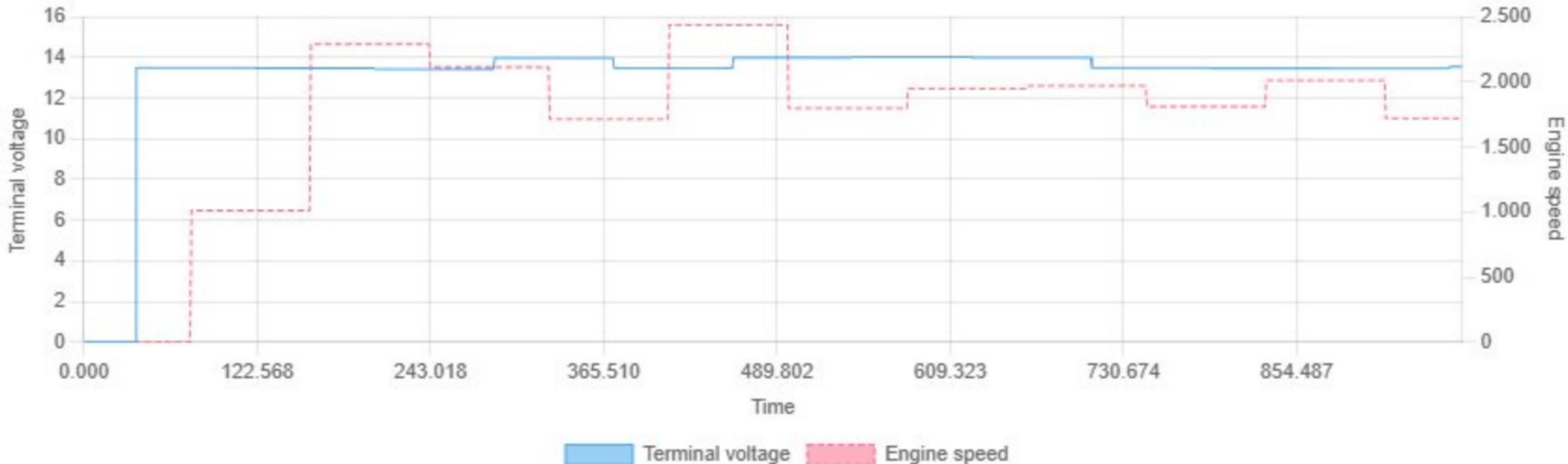
Min: -0.04 | Max: 0.00 | Avg: -0.04

Tension vs Engine speed

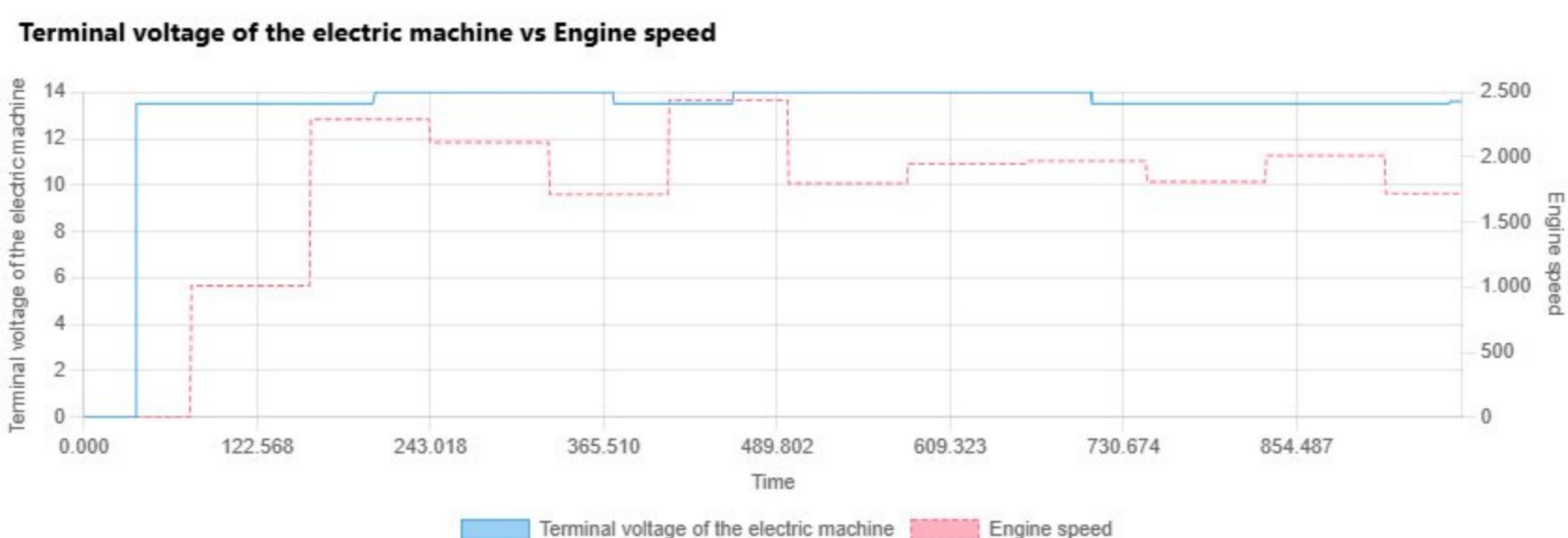


Min: 0.00 | Max: 40.95 | Avg: 39.41

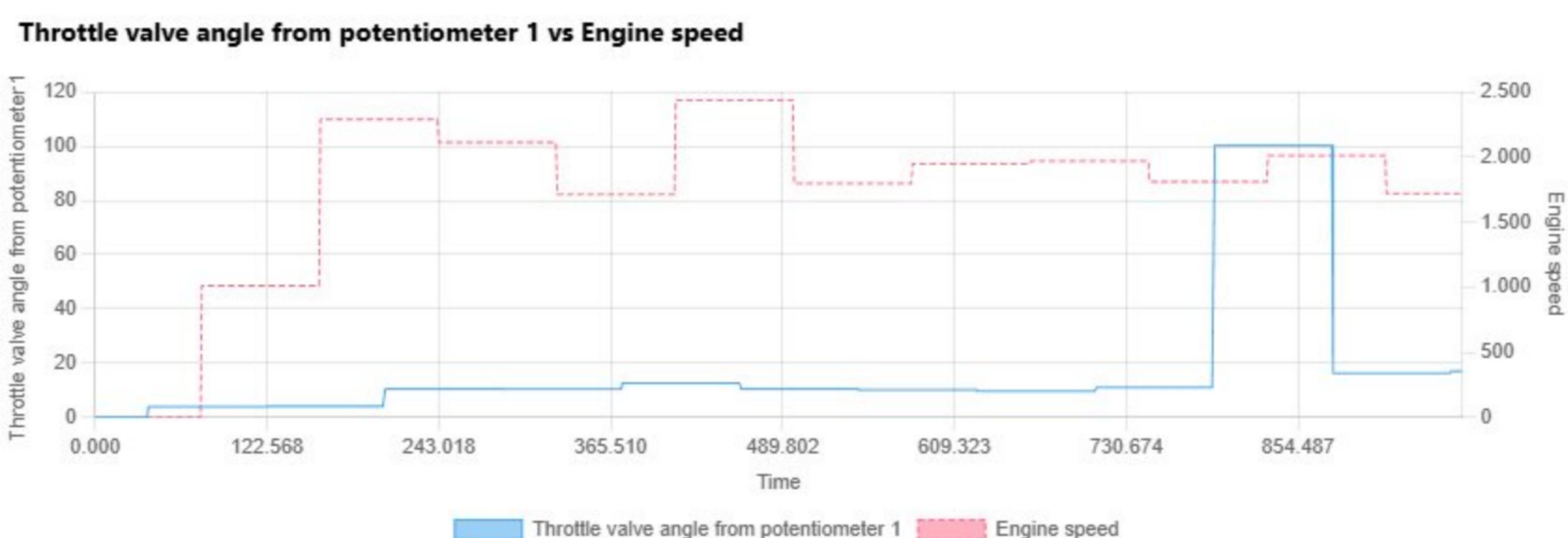
Terminal voltage vs Engine speed



Min: 0.00 | Max: 14.03 | Avg: 13.15

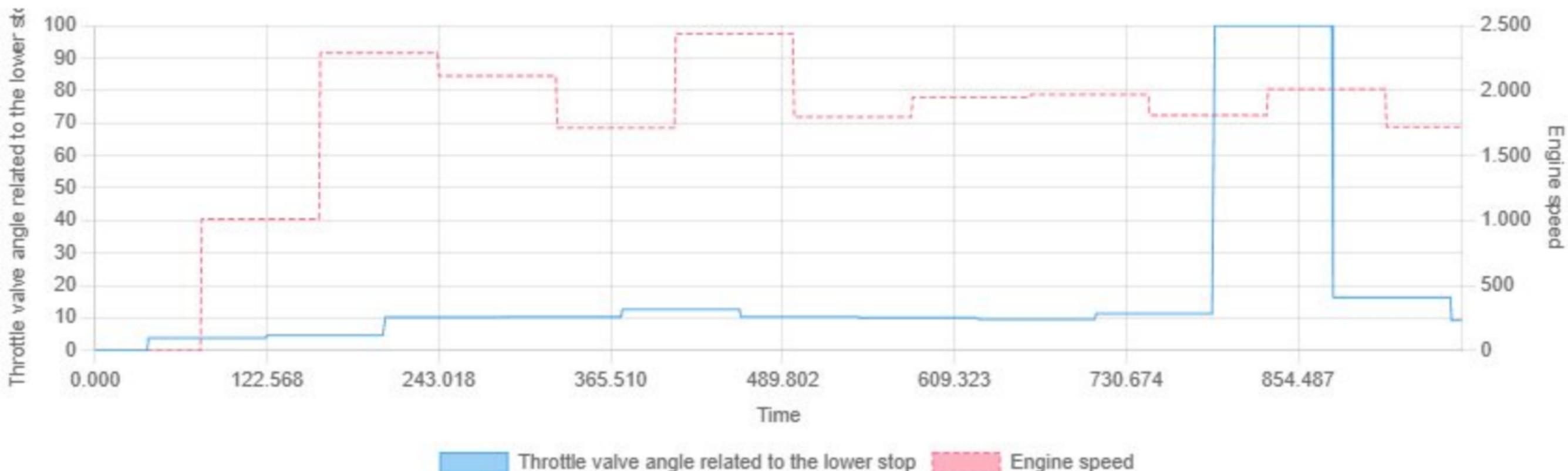


Min: 0.00 | Max: 14.00 | Avg: 13.20



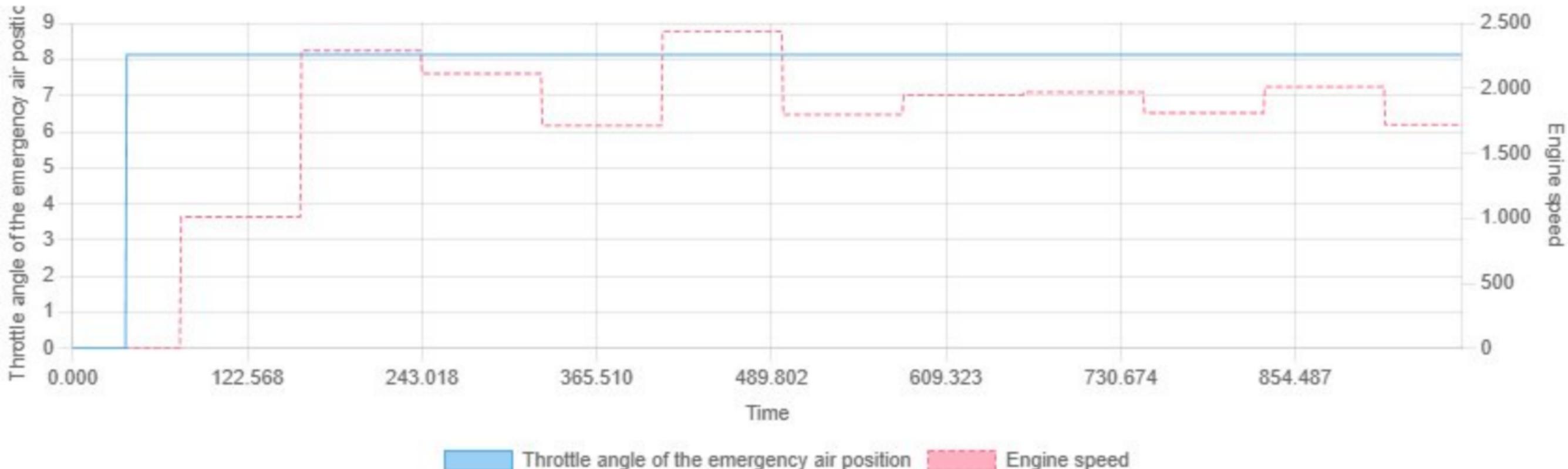
Min: 0.00 | Max: 100.24 | Avg: 17.38

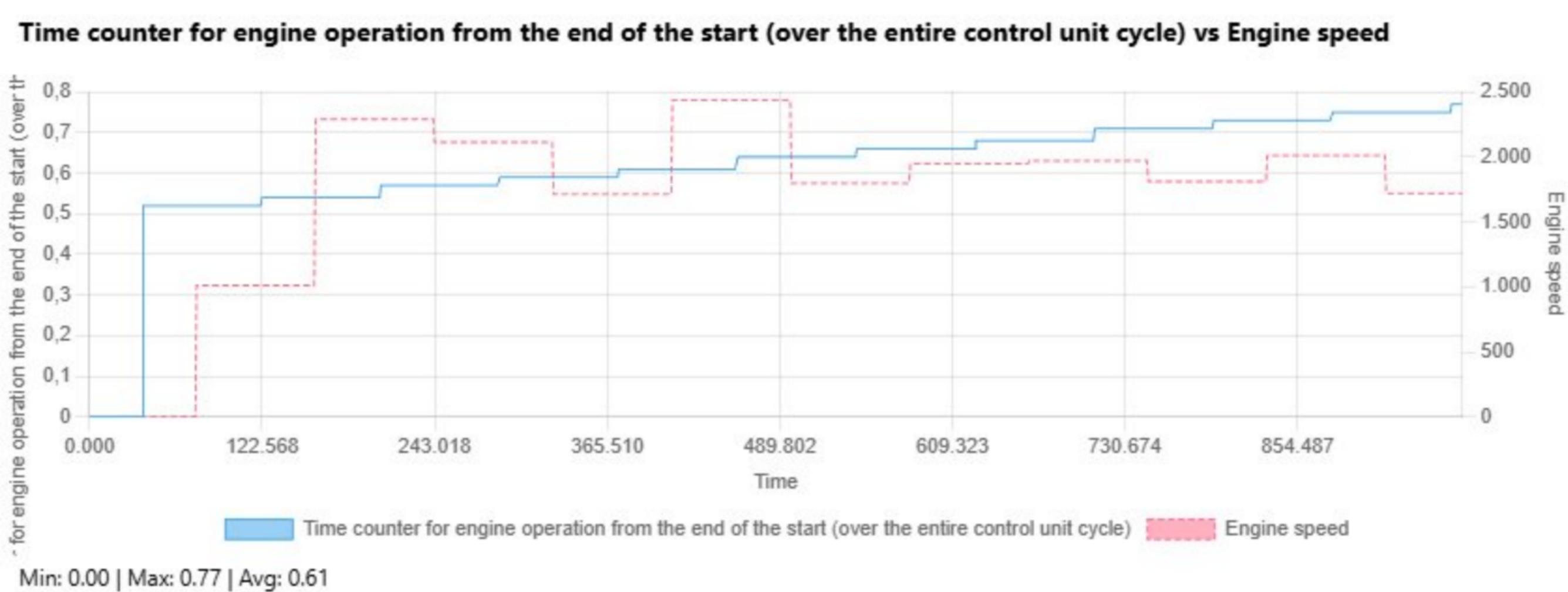
Throttle valve angle related to the lower stop vs Engine speed



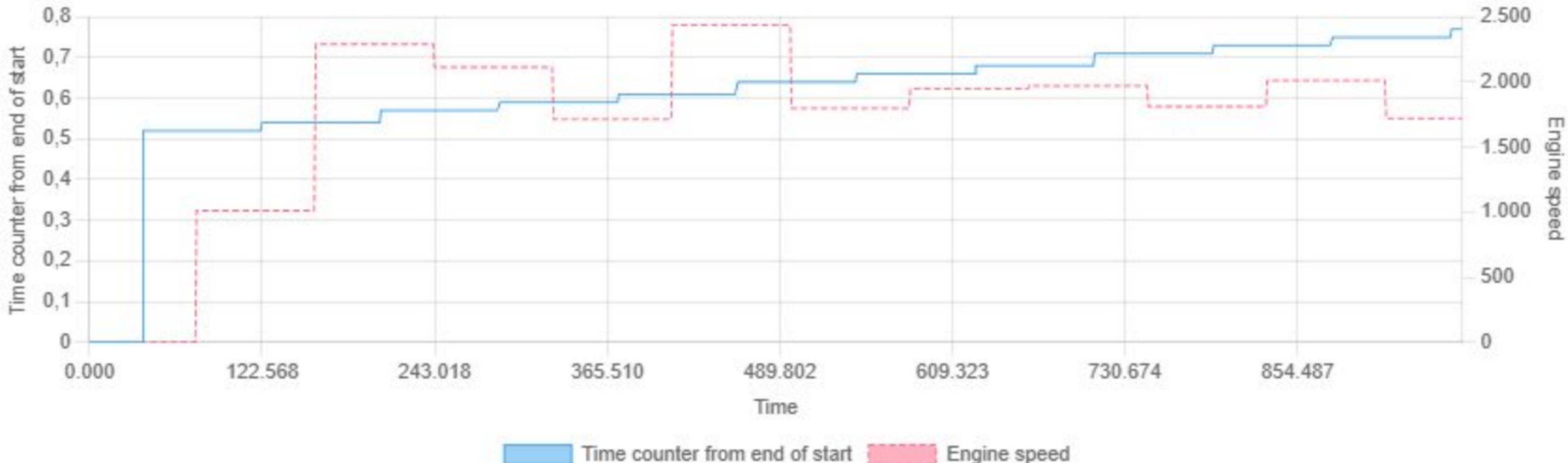
Min: 0.00 | Max: 100.00 | Avg: 17.33

Throttle angle of the emergency air position vs Engine speed



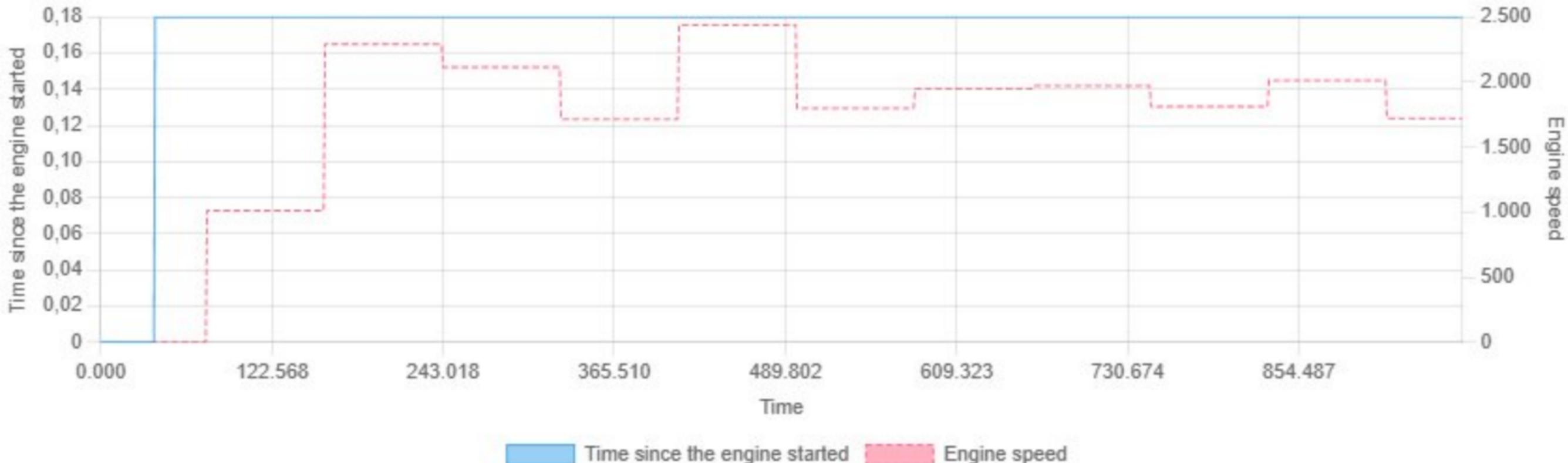


Time counter from end of start vs Engine speed



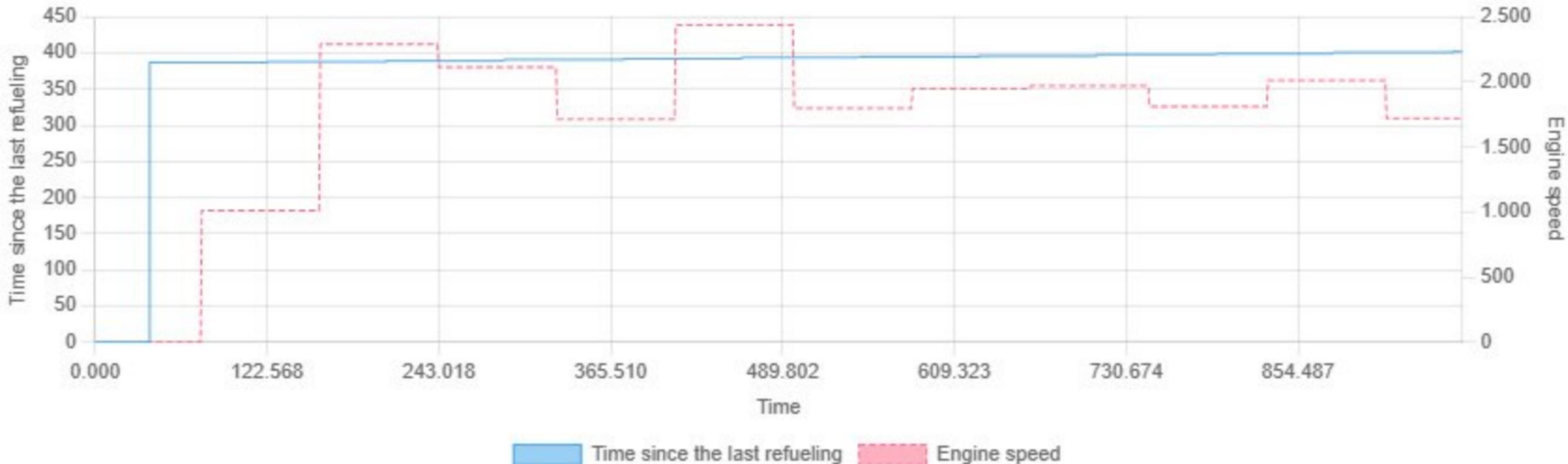
Min: 0.00 | Max: 0.77 | Avg: 0.61

Time since the engine started vs Engine speed



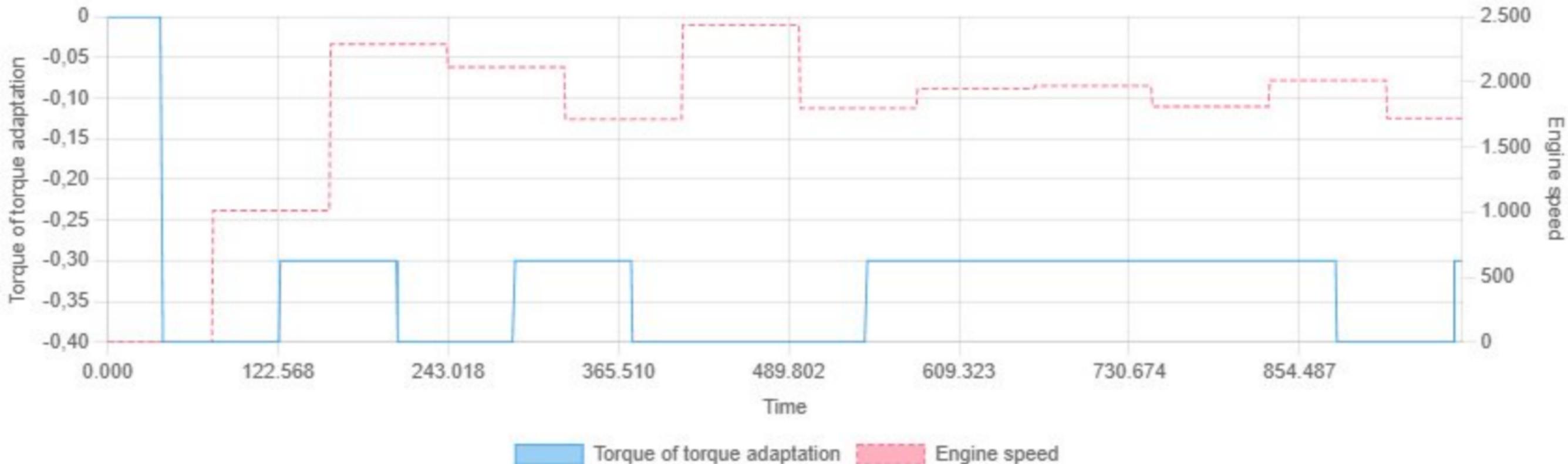
Min: 0.00 | Max: 0.18 | Avg: 0.17

Time since the last refueling vs Engine speed



Min: 0.00 | Max: 402.00 | Avg: 378.20

Torque of torque adaptation vs Engine speed



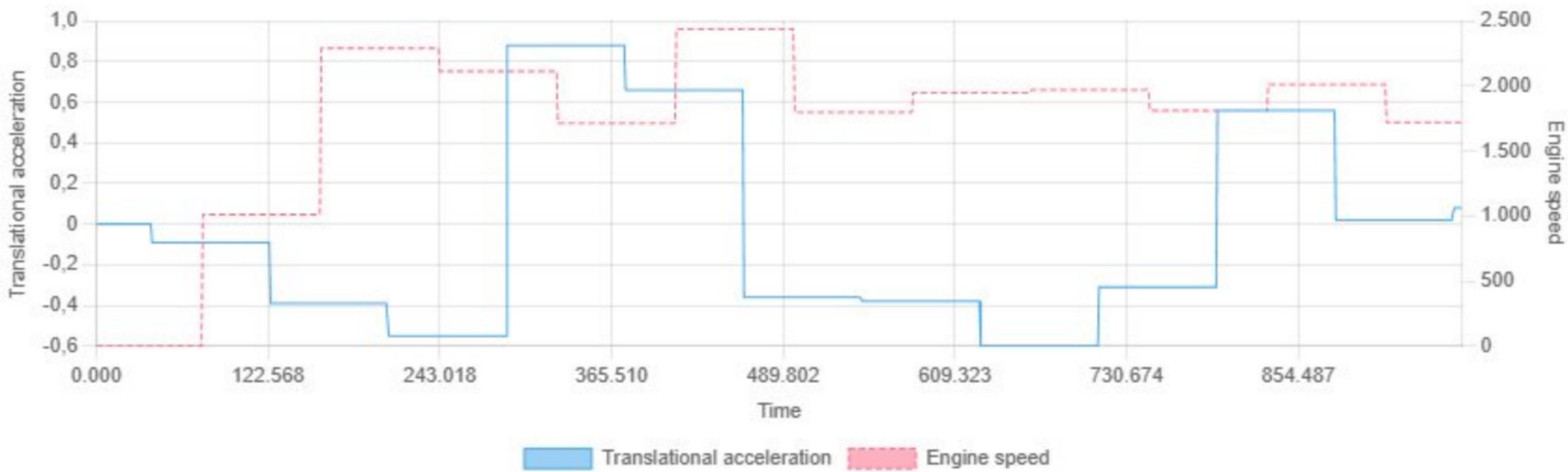
Min: -0.40 | Max: 0.00 | Avg: -0.33

Total start counter vs Engine speed



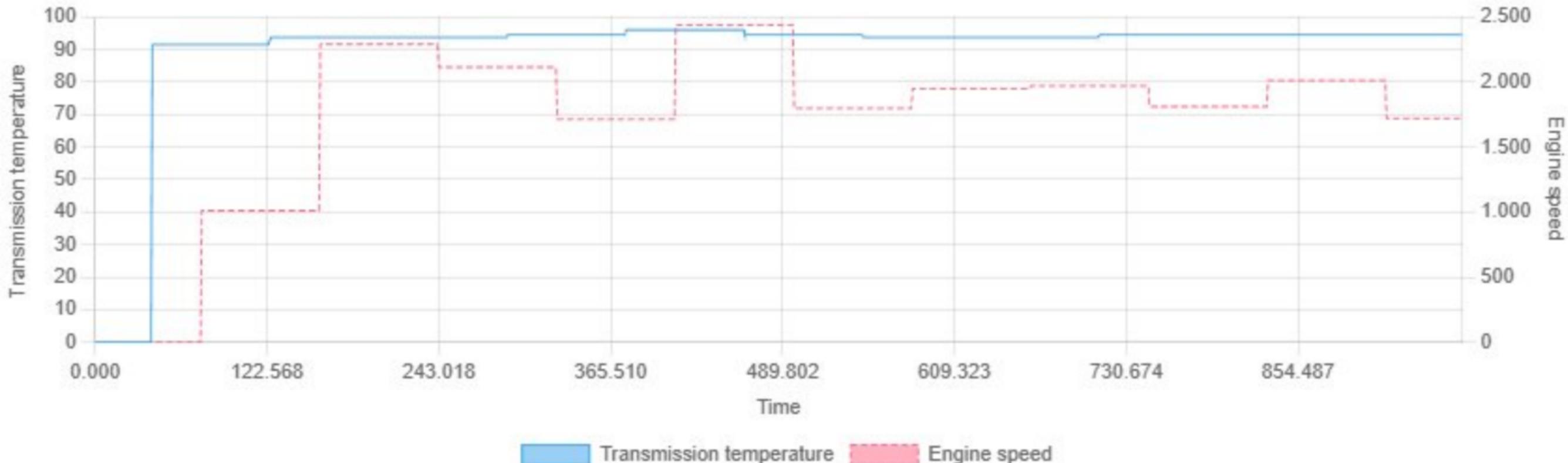
Min: 0.00 | Max: 16470.00 | Avg: 15802.42

Translational acceleration vs Engine speed

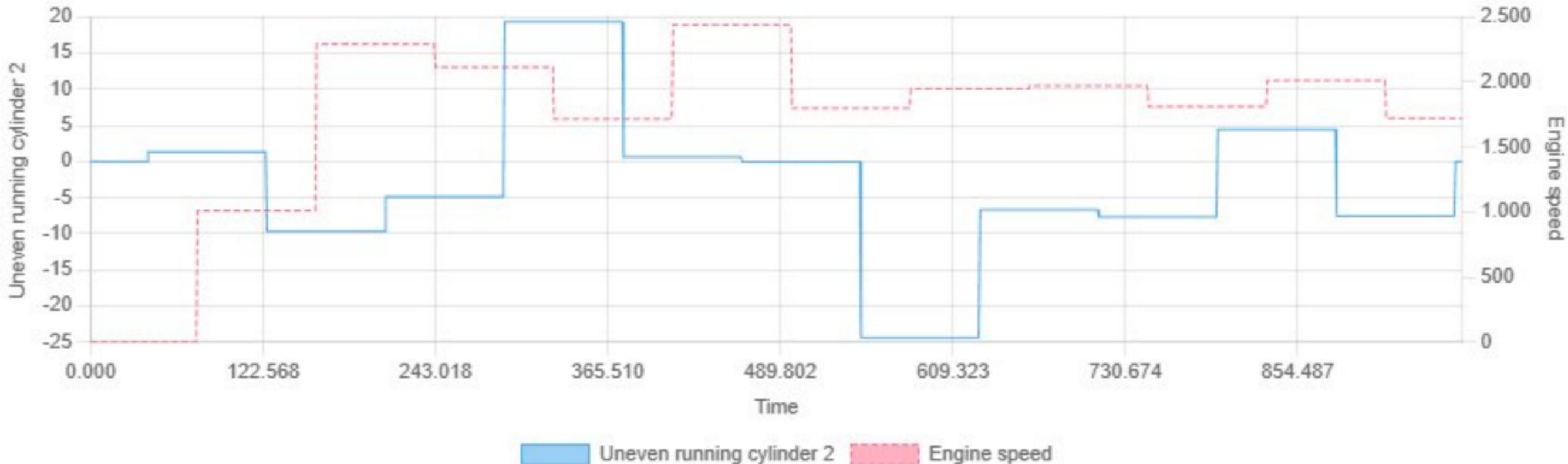


Min: -0.60 | Max: 0.88 | Avg: -0.05

Transmission temperature vs Engine speed

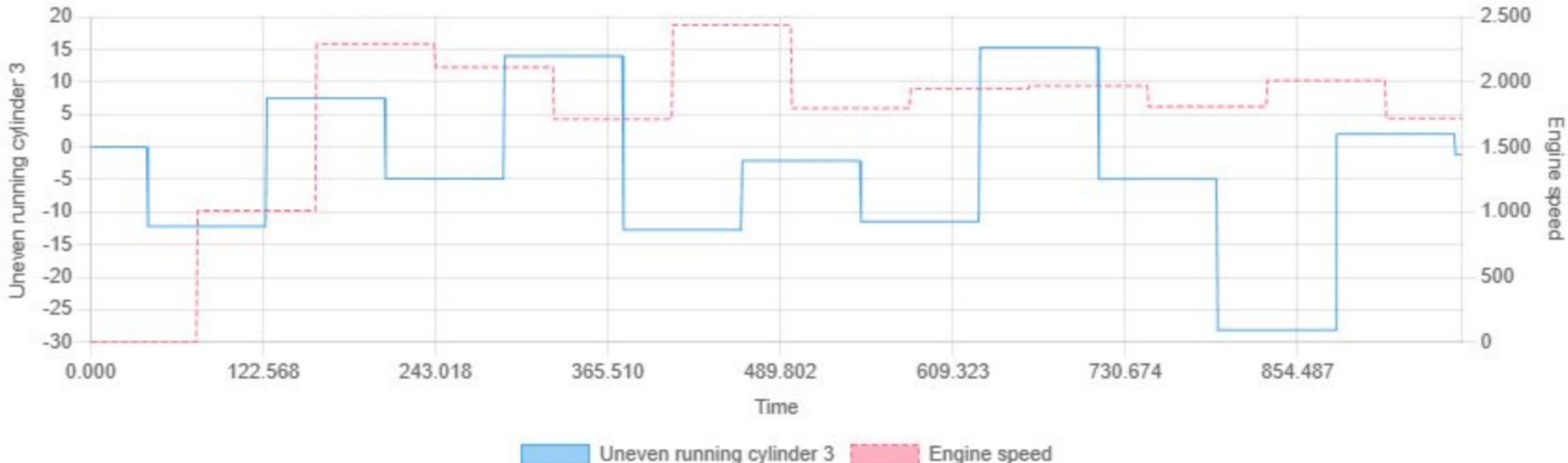


Uneven running cylinder 2 vs Engine speed



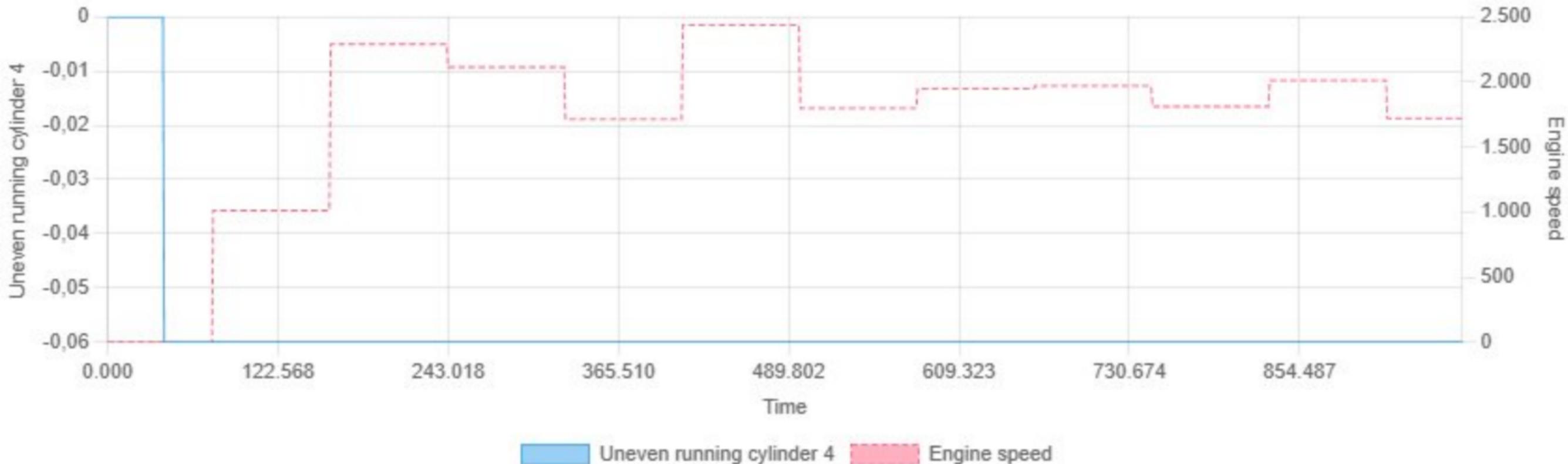
Min: -24.38 | Max: 19.31 | Avg: -3.05

Uneven running cylinder 3 vs Engine speed



Min: -28.12 | Max: 15.31 | Avg: -3.27

Uneven running cylinder 4 vs Engine speed



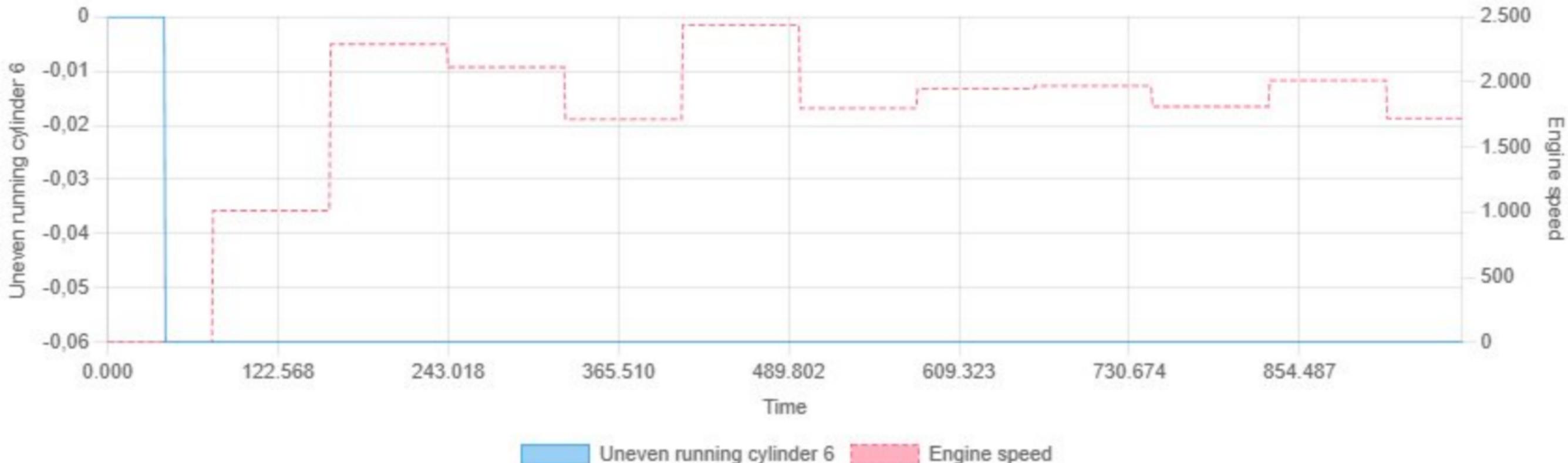
Min: -0.06 | Max: 0.00 | Avg: -0.06

Uneven running cylinder 5 vs Engine speed



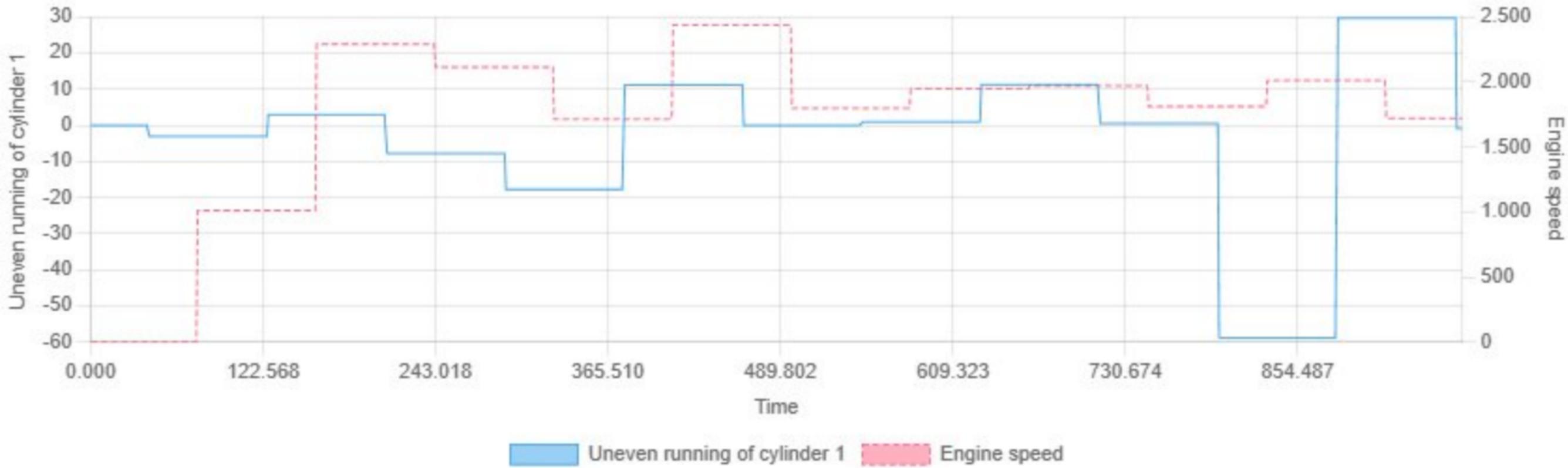
Min: -0.06 | Max: 0.00 | Avg: -0.06

Uneven running cylinder 6 vs Engine speed



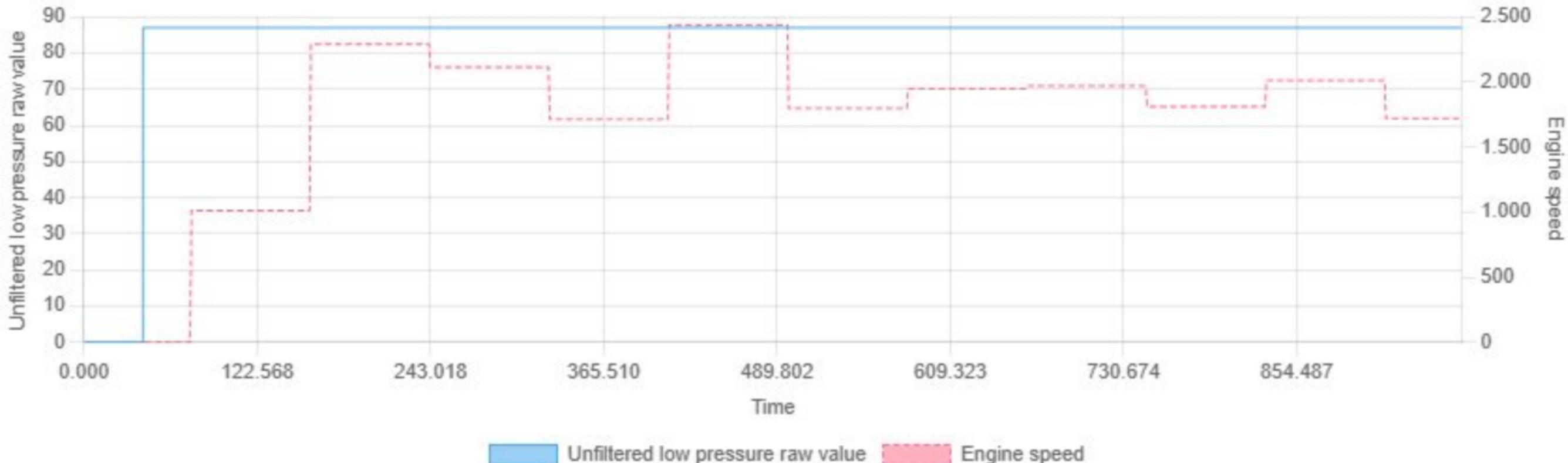
Min: -0.06 | Max: 0.00 | Avg: -0.06

Uneven running of cylinder 1 vs Engine speed



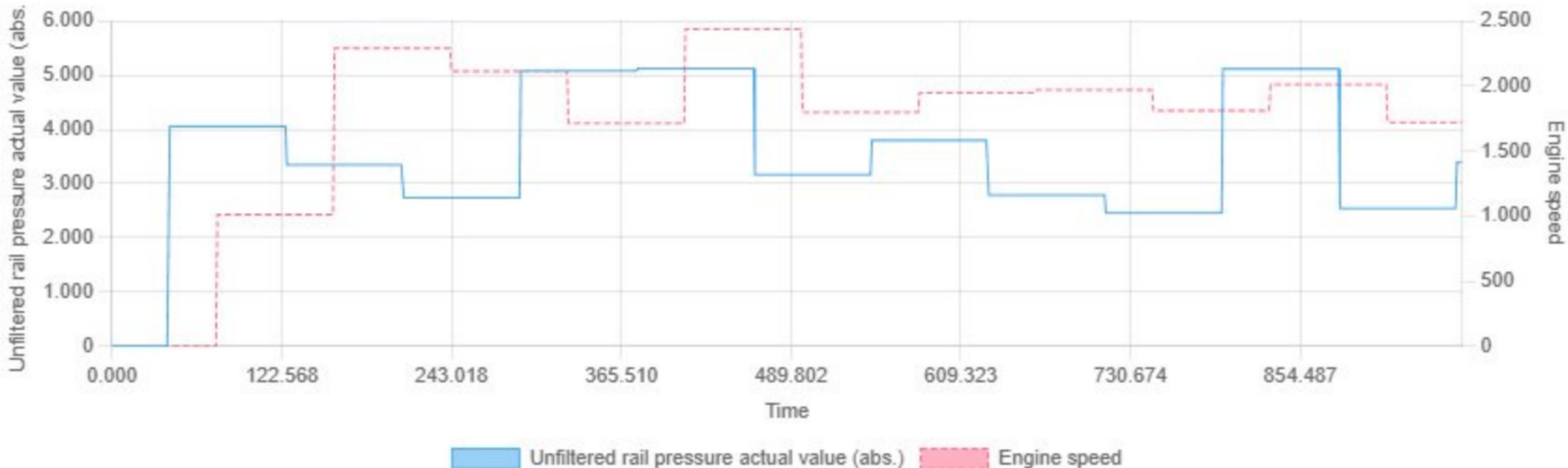
Min: -58.81 | Max: 29.69 | Avg: -2.68

Unfiltered low pressure raw value vs Engine speed

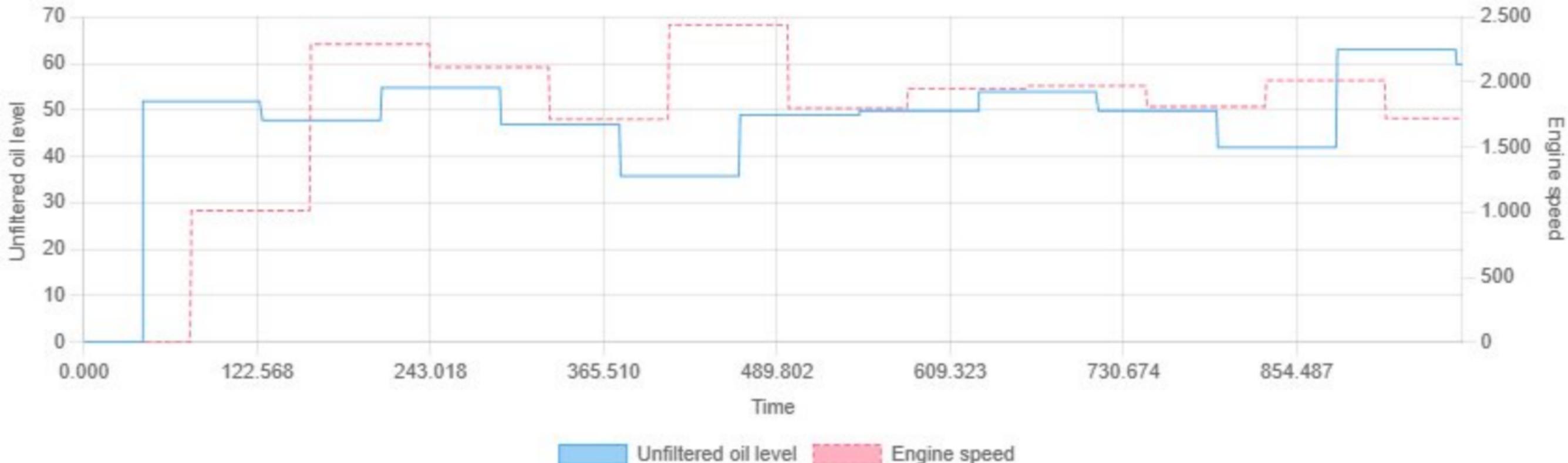


Min: 0.00 | Max: 87.02 | Avg: 83.33

Unfiltered rail pressure actual value (abs.) vs Engine speed

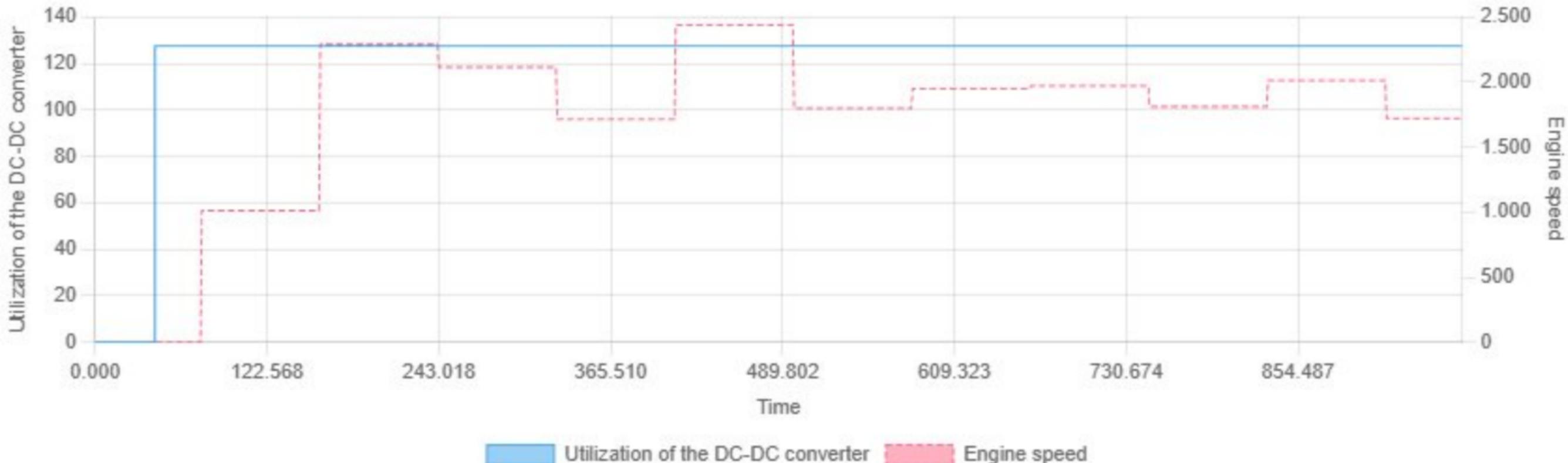


Unfiltered oil level vs Engine speed



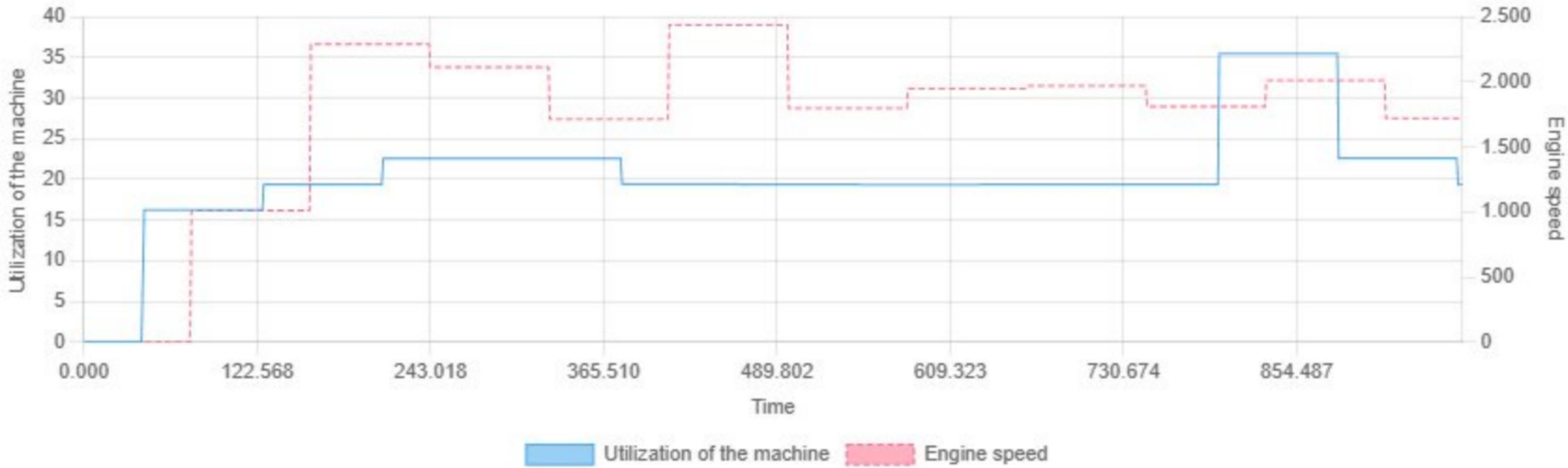
Min: 0.00 | Max: 62.99 | Avg: 47.41

Utilization of the DC-DC converter vs Engine speed



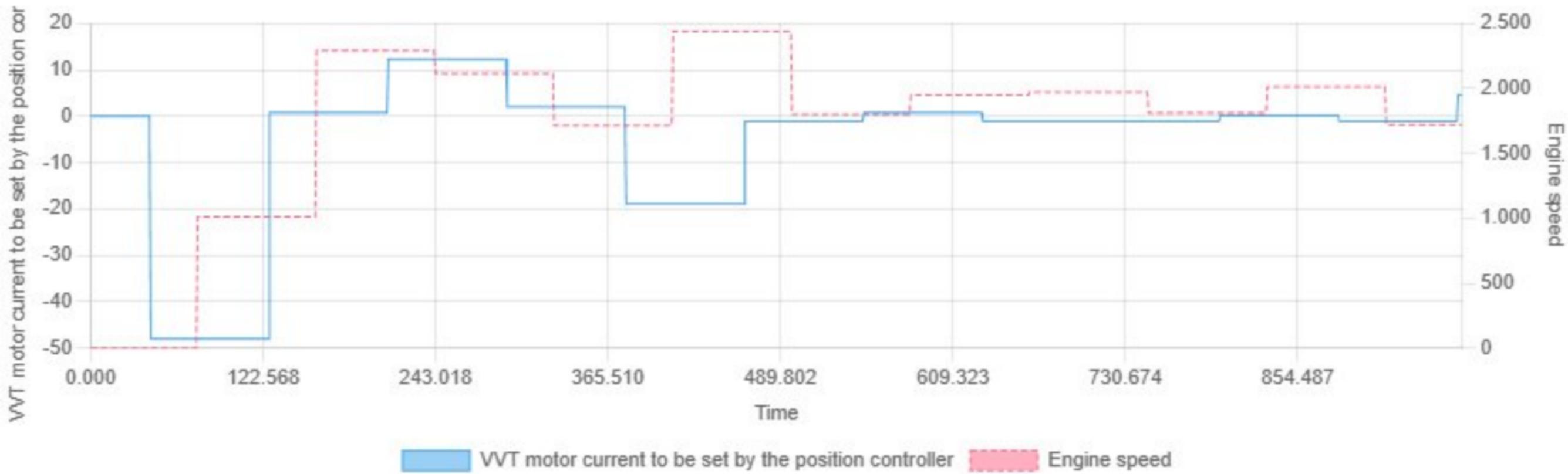
Min: 0.00 | Max: 127.50 | Avg: 122.02

Utilization of the machine vs Engine speed



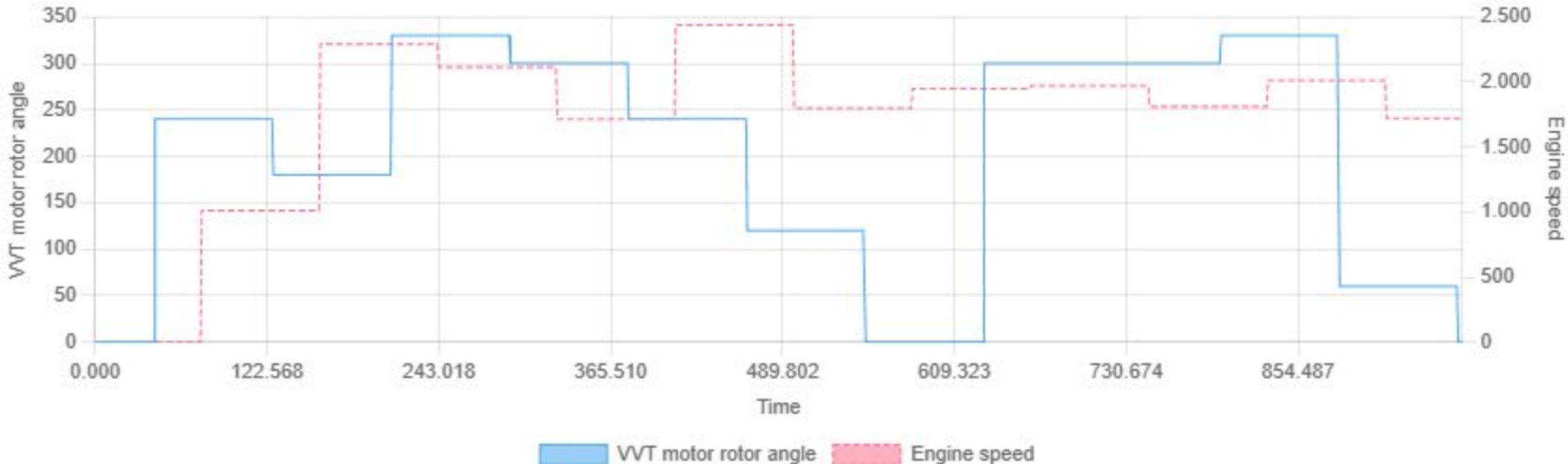
Min: 0.00 | Max: 35.47 | Avg: 20.50

VVT motor current to be set by the position controller vs Engine speed



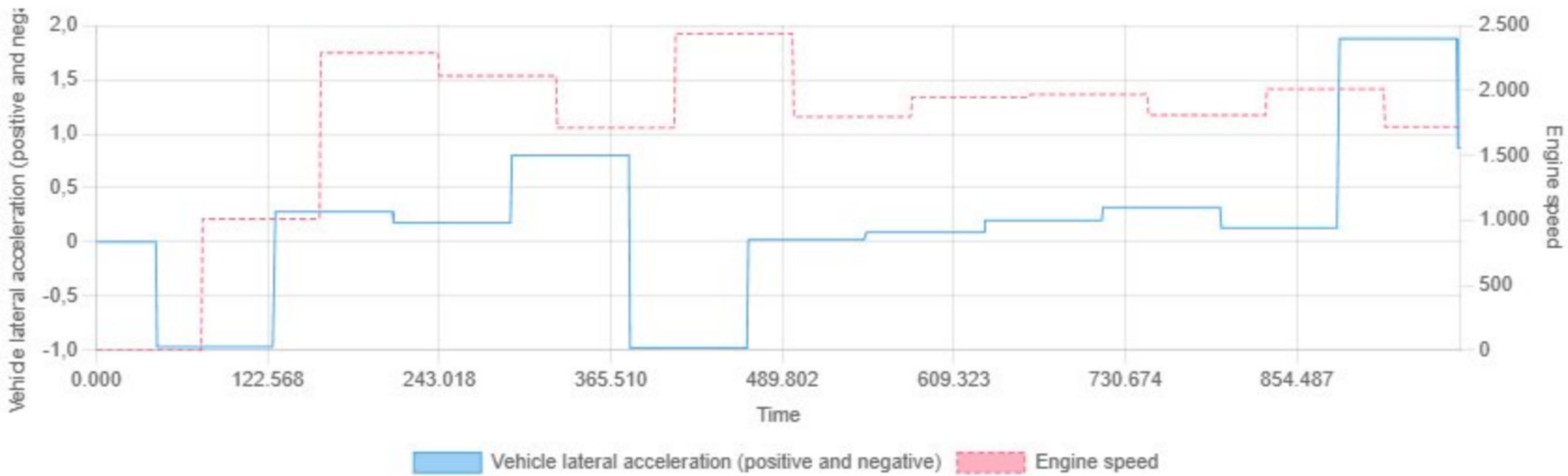
Min: -48.00 | Max: 12.30 | Avg: -4.77

VVT motor rotor angle vs Engine speed



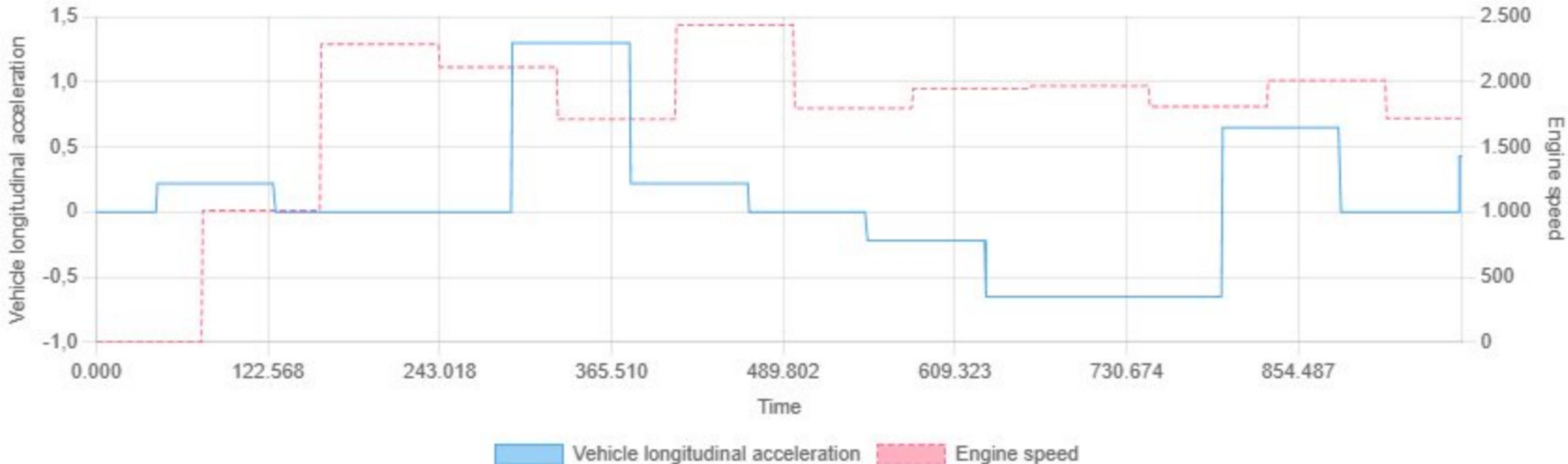
Min: 0.00 | Max: 330.00 | Avg: 207.80

Vehicle lateral acceleration (positive and negative) vs Engine speed



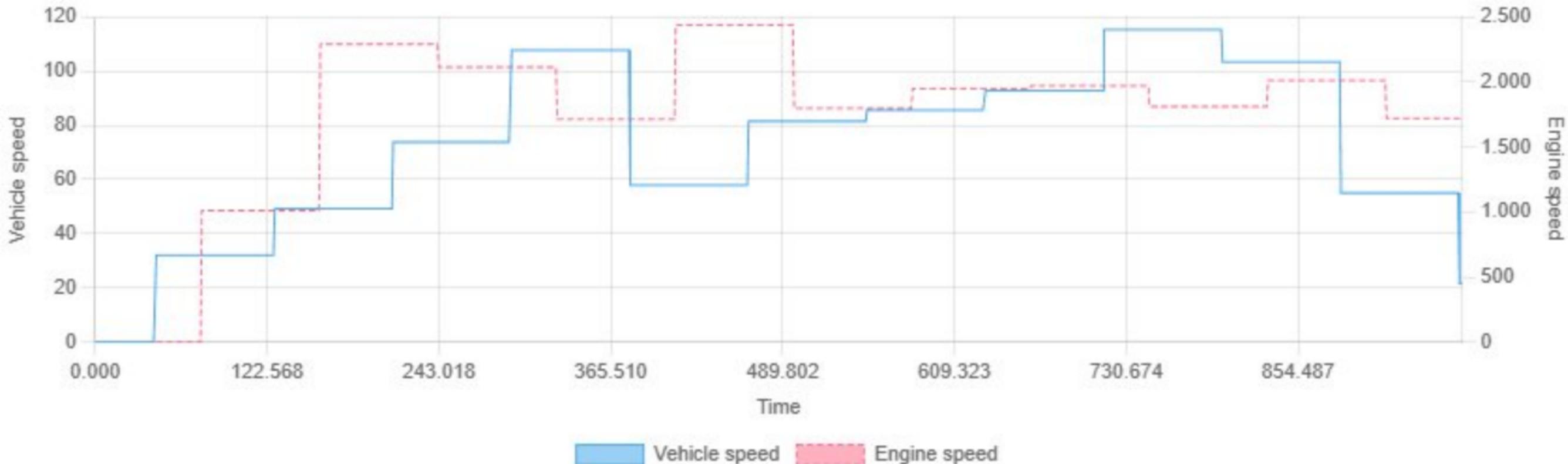
Min: -0.98 | Max: 1.88 | Avg: 0.17

Vehicle longitudinal acceleration vs Engine speed

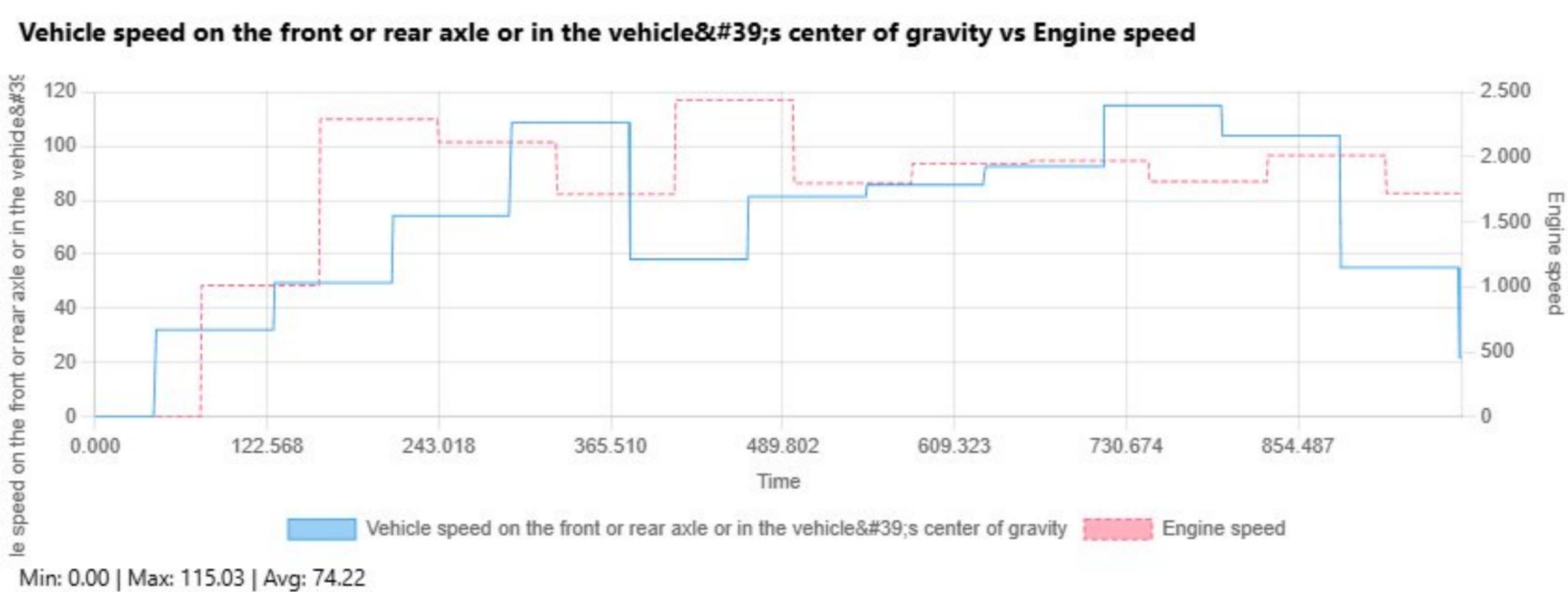


Min: -0.65 | Max: 1.30 | Avg: 0.08

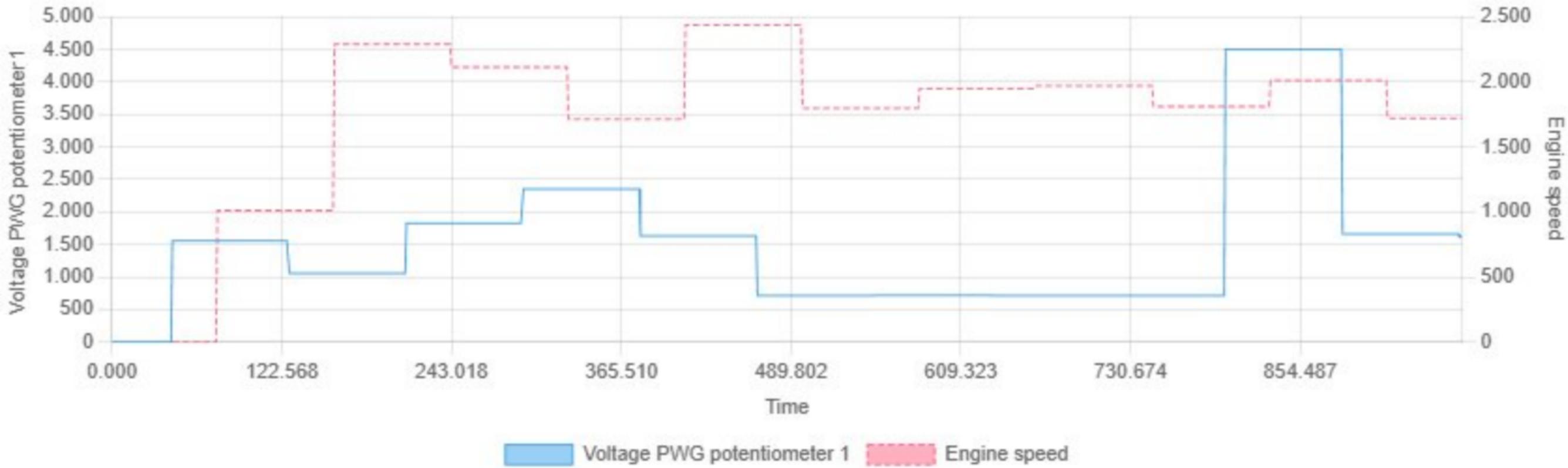
Vehicle speed vs Engine speed



Min: 0.00 | Max: 115.32 | Avg: 74.05

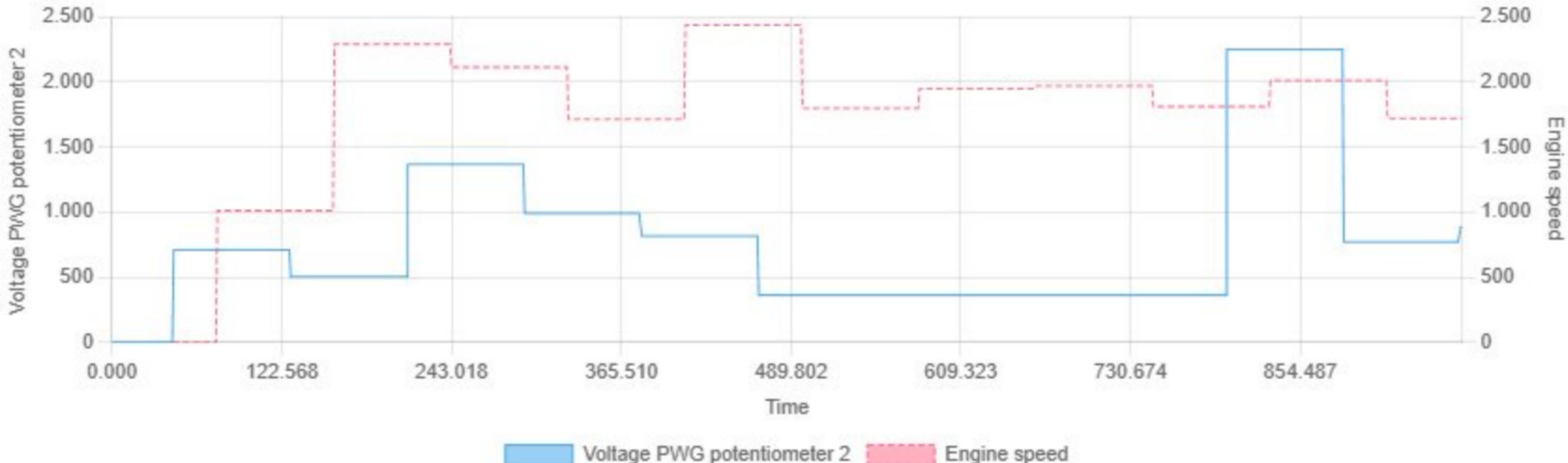


Voltage PWG potentiometer 1 vs Engine speed



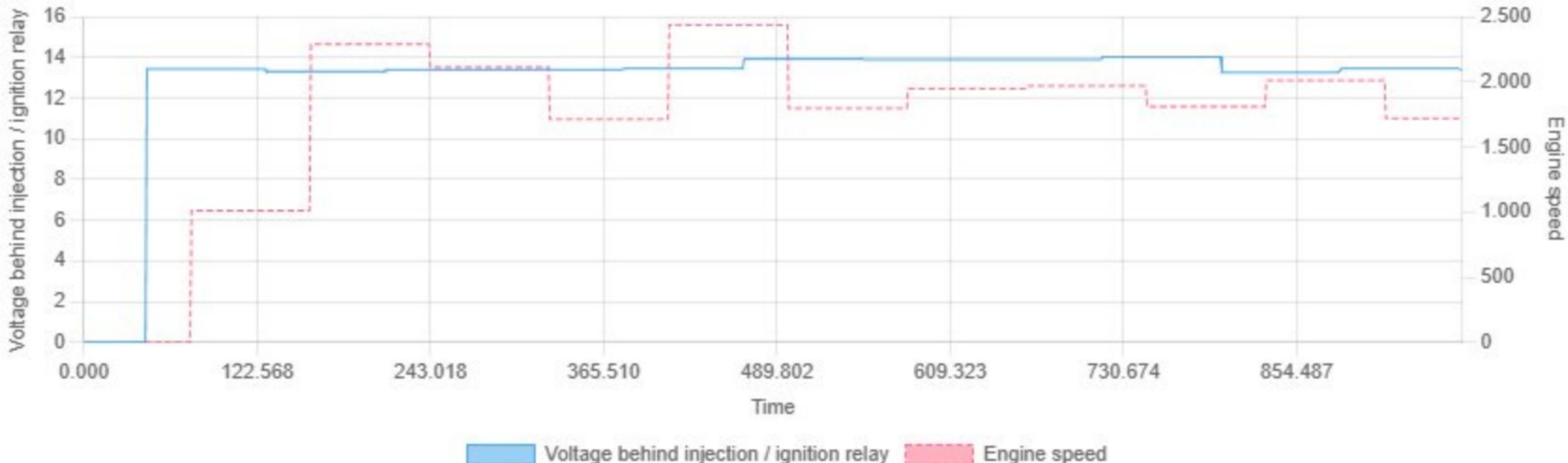
Min: 0.00 | Max: 4501.80 | Avg: 1514.69

Voltage PWG potentiometer 2 vs Engine speed



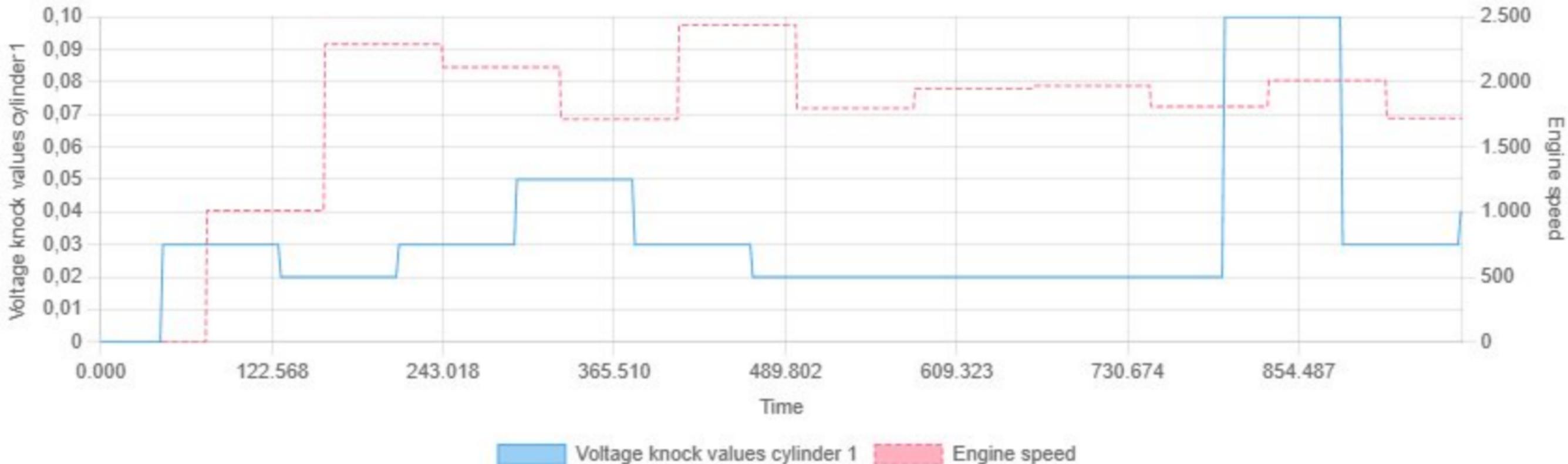
Min: 0.00 | Max: 2250.80 | Avg: 768.58

Voltage behind injection / ignition relay vs Engine speed



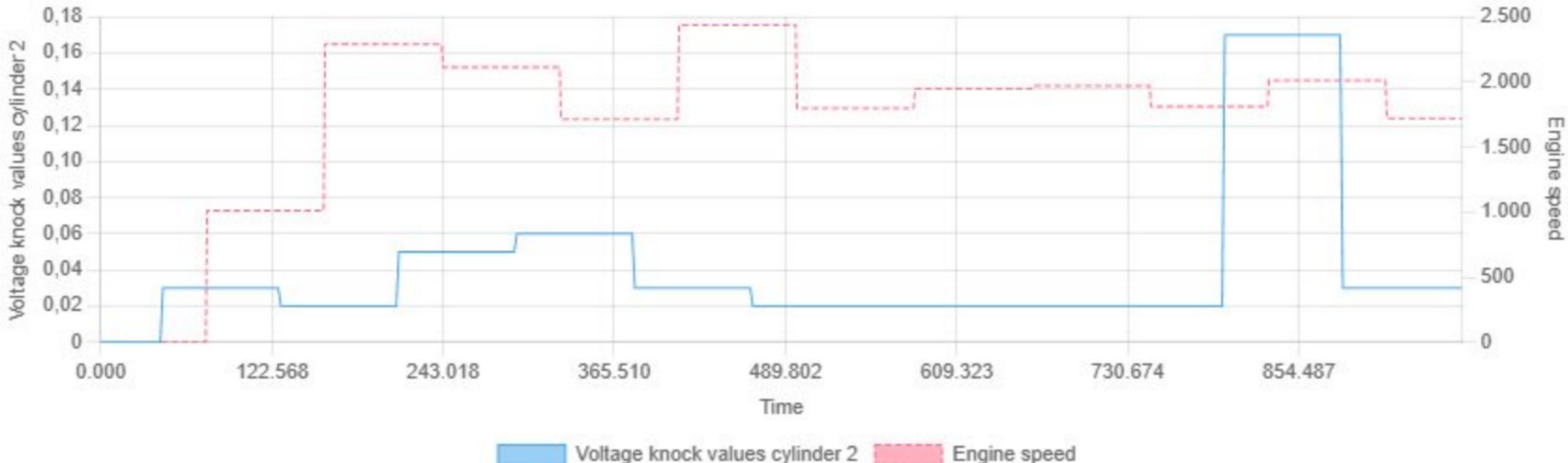
Min: 0.00 | Max: 14.04 | Avg: 12.98

Voltage knock values cylinder 1 vs Engine speed



Min: 0.00 | Max: 0.10 | Avg: 0.03

Voltage knock values cylinder 2 vs Engine speed



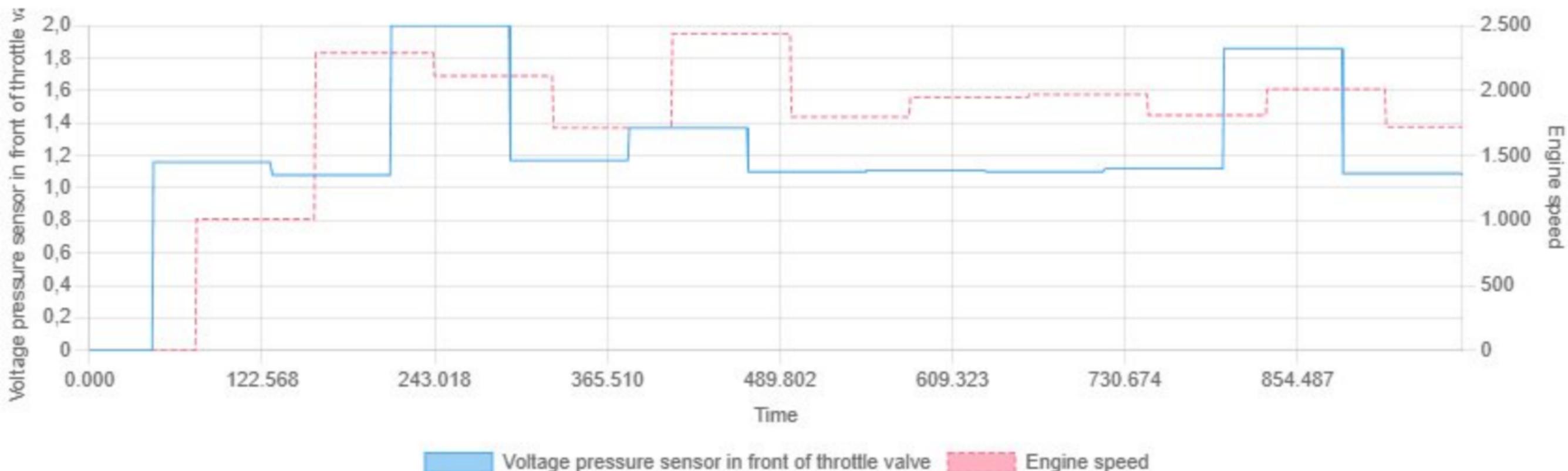
Min: 0.00 | Max: 0.17 | Avg: 0.04

Voltage knock values cylinder 3 vs Engine speed



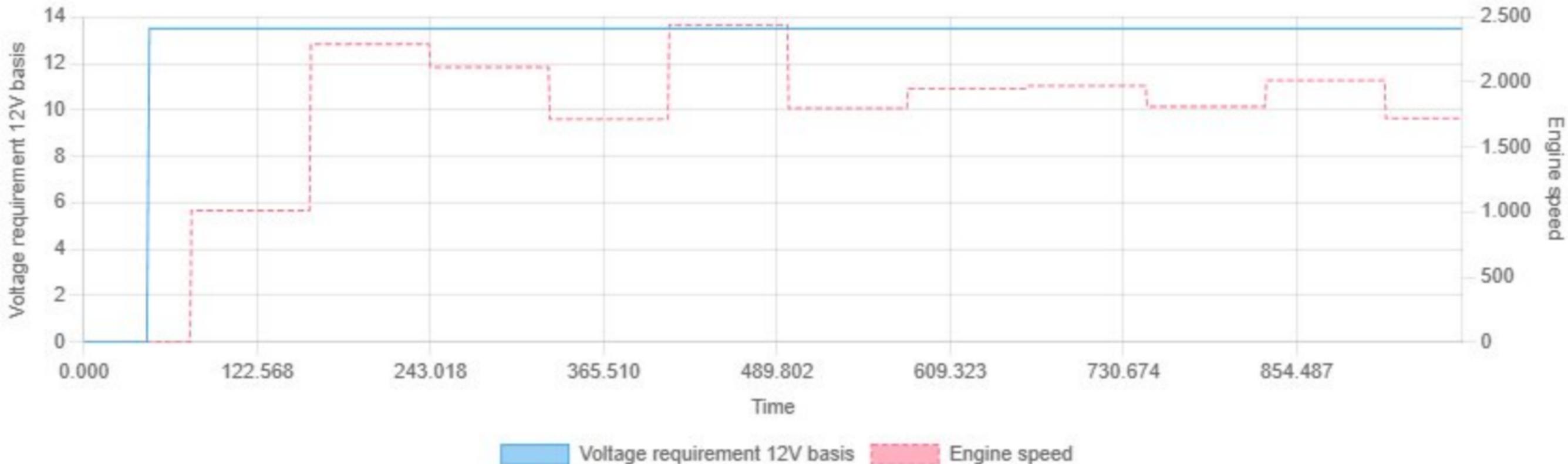
Min: 0.00 | Max: 0.12 | Avg: 0.03

Voltage pressure sensor in front of throttle valve vs Engine speed



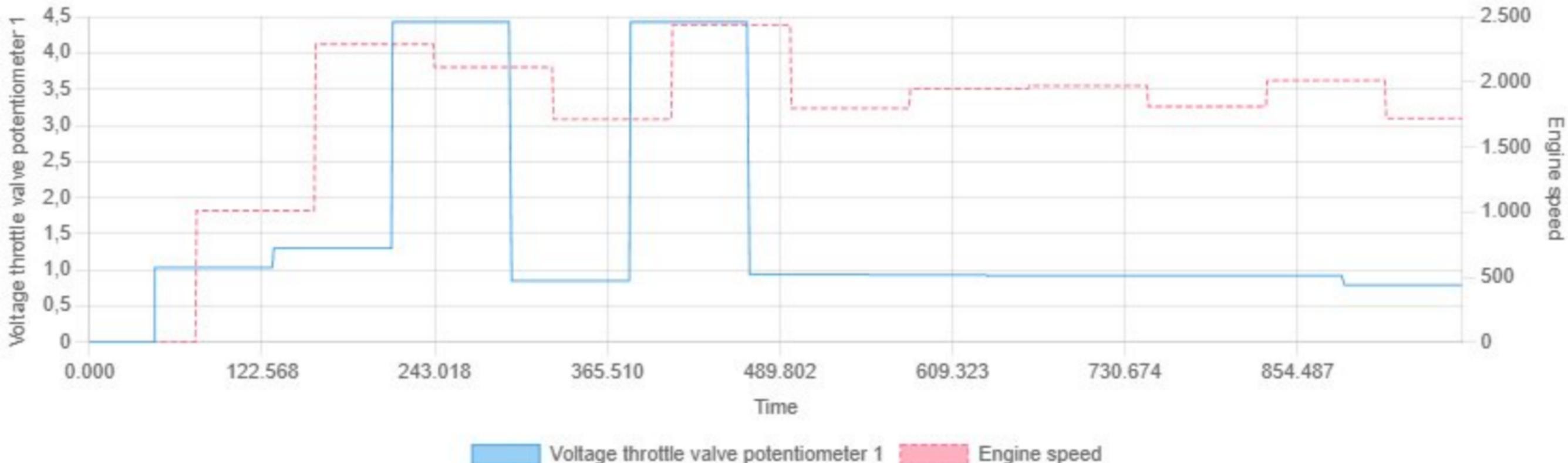
Min: 0.00 | Max: 2.00 | Avg: 1.23

Voltage requirement 12V basis vs Engine speed



Min: 0.00 | Max: 13.50 | Avg: 12.86

Voltage throttle valve potentiometer 1 vs Engine speed

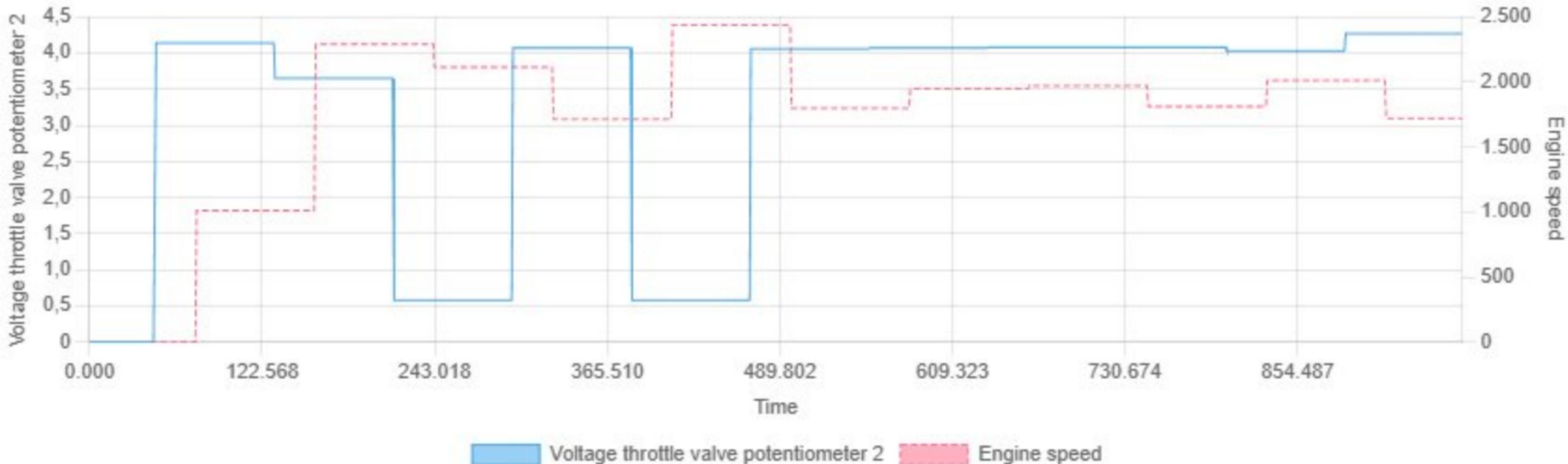


Voltage throttle valve potentiometer 1

Engine speed

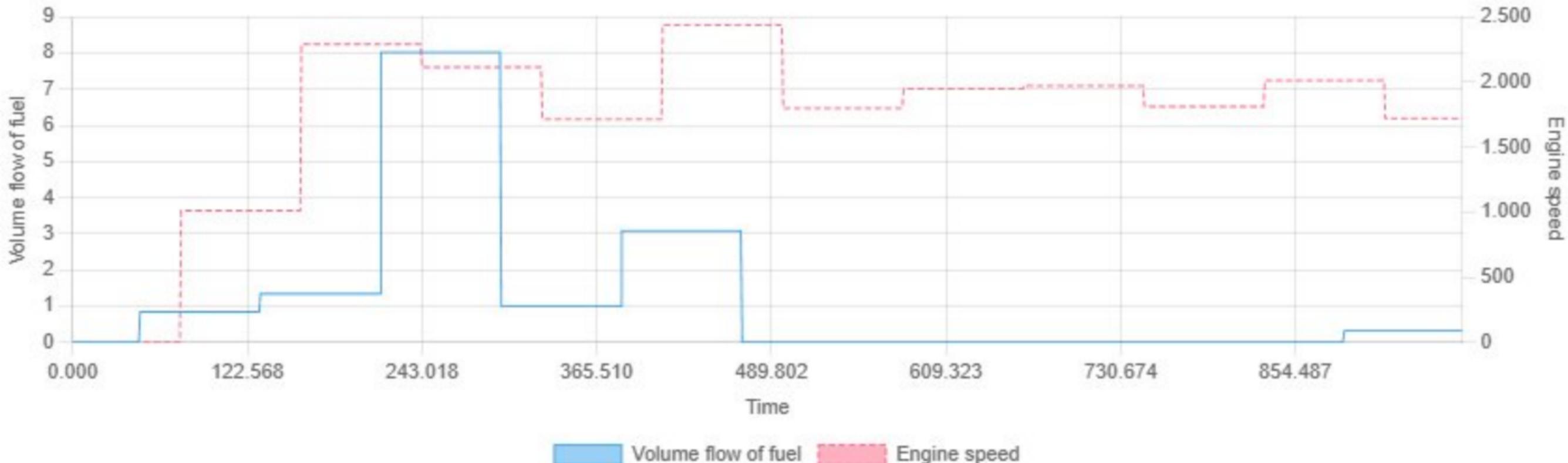
Min: 0.00 | Max: 4.43 | Avg: 1.51

Voltage throttle valve potentiometer 2 vs Engine speed



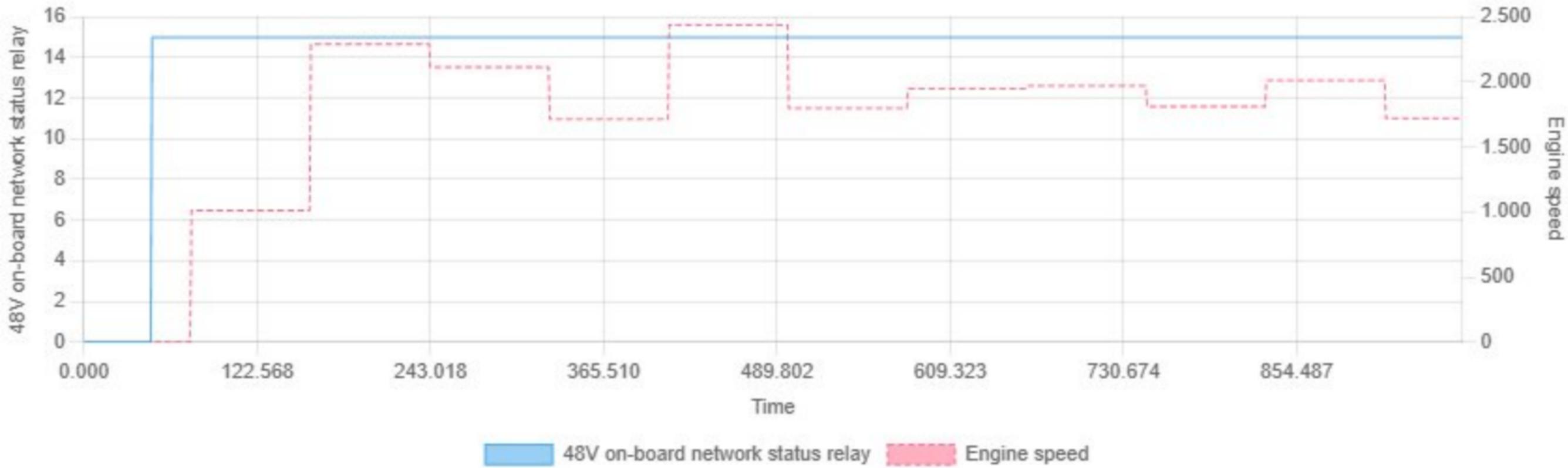
Min: 0.00 | Max: 4.27 | Avg: 3.26

Volume flow of fuel vs Engine speed



Min: 0.00 | Max: 8.02 | Avg: 1.26

48V on-board network status relay vs Engine speed



Min: 0.00 | Max: 15.00 | Avg: 14.26