



Shop Name: --
Tel: --
Email: --
Address: --

Report ID: MAXIA20260711134306
Test Time: 2026-07-11 13:43:06
Technician: --

2010 Mazda Vehicle Diagnostic Report

Vehicle Information

2010/Mazda/MX-5
VIN: JM1NC2JF4E0235584
Path: Manual selection > North America > MX-5 > 2.0L > LF > 2010 > Not equipped > Automatic > Yes > All Others > Diagnosis > Auto scan > 50 State Emission > Read codes > Retrieve continuous memory DTCs >

Odometer Reading: 78000 miles
License Plate: JGGH
Sub Model: 2.0L/LF

Customer Information

Name: --

Tel: --

Device Information

Scanner: MaxiCheck MX900
Version: V3.31

Serial Number: DR8GRCV02152

Freeze frame(P0101:FF--MAF(Mass Air Flow) circuit range/performance problem)

Product name	Value	Unit
FUELSYS1(Fuel system status (Open/Closed loop) - Bank 1)	Closed loop	
FUELSYS2(Fuel system status (Open/Closed loop) - Bank 2)	Engine off	
LOAD(Calculated Load Value)(Engine load)	66.28	%
ECT(Engine coolant temperature)	188.60	°F
SFT1(Short Term Fuel Trim 1)(Short term fuel trim 1)	-0.78	%
LFT1(Long Term Fuel Trim 1)(Long term fuel trim 1)	0	%
MAP(Manifold absolute pressure sensor)	11.46	psi
RPM(Engine RPM)	2146.5	rpm
VS(Vehicle speed)(Vehicle Speed)	22.37	mph
SPARKADV(Spark Advance)	19	°
IAT(Intake Air Temperature)	98.60	°F
MAF(Mass Air Flow)	0.05	lb/s



TP(Throttle position (%))(Absolute Throttle Position)	21.18	%
RUNTM(Times Since Engine Start)(Time since start (s))	00:46	
EGRPCT(Commanded EGR(Exhaust Gas Recirculation))	53.73	%
EVAPPCT(Commanded Evaporative Purge)	0	%
FLI(Fuel Level Input)	70.59	%
WARMUPS(Number Of Warm-ups Since the DTCs(Diagnostic Trouble Codes) Cleared)(Number Of Warm-ups Since DTCs(Diagnostic Trouble Codes) Cleared)	1	
CLRDIST(Distance Since Diagnostic Trouble Codes Cleared)	4.97	miles
BARO(Barometric pressure)	14.36	psi
CATTEMP11(Catalyst Temperature Bank 1, Sensor 1)	1140.80	°F
VPWR(Power Supply)(Control Module Voltage)	13.53	V
ALV(Absolute Load Value)	57.65	%
EQ_RAT(Commanded Equivalence Ratio (Lambda))(Desired Equivalence Ratio (Lambda))	14.67	:1
TP_REL(Throttle Position Relative)(Relative Throttle Position)	10.59	%
AAT(Ambient Air Temperature)	95.00	°F
TP_B(Absolute Throttle Position B)	21.96	%
APP_D(Accelerator Pedal Position D)	37.65	%
APP_E(Accelerator Pedal Position E)	26.67	%
TAC_PCT(Commanded Throttle Actuator Control)	12.94	%
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