

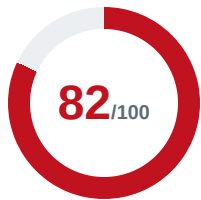


ISSUED
Jul 24, 2026 · 3:42 PM CT

SCAN METHOD
OBD-II CAN · ELM327

MODULES READ
7 of 7

REQUESTED BY
MM Test Buyer



HIGH RISK — DO NOT PURCHASE WITHOUT RESOLUTION

Odometer rollback confirmed & diagnostic codes cleared pre-sale

Multiple electronic control modules store an operating mileage ~72,700 miles higher than the dashboard reading. The instrument cluster fails VIN authentication (evidence of a swapped/reprogrammed cluster), and emissions readiness monitors were reset within the last ~26 miles — consistent with trouble codes being cleared immediately before listing.

i Vehicle Identity

VIN	1FTEW1EP7JKD00000	DASHBOARD ODOMETER (AT SCAN)	68,412 mi
YEAR / MAKE / MODEL	2018 Ford F-150	TRIM / BODY	XLT SuperCrew 4WD
ENGINE	2.7L EcoBoost V6 Twin-Turbo	MANUFACTURED	Feb 2018 · Dearborn, MI
SCAN ADAPTER	ELM327 v1.5 (BLE) · SN ****4471	PROTOCOL	ISO 15765-4 CAN 11/500

1 Odometer & Mileage Cross-Check

ROLLBACK CONFIRMED

Each control module independently accumulates operating data. A genuine odometer agrees across modules within normal tolerance. Large positive deltas against the dash indicate the visible odometer was altered.

MODULE	FUNCTION	STORED MILEAGE / RUNTIME	Δ VS DASH	STATUS
IPC	Instrument Cluster (visible odometer)	68,412 mi	—	Reference
ECM	Engine Control (distance PID)	141,205 mi	+72,793	Mismatch
TCM	Transmission (learned adaptives / km)	139,880 mi	+71,468	Mismatch
ABS	Anti-lock Brakes (wheel-rev integral)	140,110 mi	+71,698	Mismatch
BCM	Body Control (ignition-cycle est.)	138,742 mi	+70,330	Mismatch
PCM	Powertrain (engine run-hours → est.)	~140,900 mi	+72,488	Mismatch

Interpretation: Five independent modules cluster at ~139k–141k miles while the dash shows 68,412. The dashboard has been rolled back by an estimated **72,700 miles**. Consensus true mileage: **≈ 140,900 mi**.

2

Airbag / SRS Fault Memory & Crash History

PRIOR DEPLOYMENT

The SRS module retains crash/deployment records and hard-fault codes that are not shown on the dash once the airbag light is suppressed.

CODE	DESCRIPTION	STATE	ASSESSMENT
B1231	Driver frontal deployment loop — resistance out of range	Stored	Deployed / replaced
B1361	Driver seat-belt pretensioner — circuit fault	Stored	Fired
B1193	Passenger occupant classification — calibration	Stored	Post-repair
Crash Rec 01	Deployment event logged in SRS EEPROM (event counter = 1)	Latched	Confirmed

Interpretation: The SRS module records a prior airbag deployment with pretensioner activation — a signature of a significant frontal collision. Components were replaced but the deployment event and hard codes remain latched in memory. The dash airbag warning appears to have been suppressed.

3

Module Authenticity & ECU-Swap Check

CLUSTER MISMATCH

MODULE	VIN STORED IN MODULE	MATCHES VEHICLE VIN?	STATUS
ECM	1FTEW1EP7JKD000000	Yes	Authentic
BCM	1FTEW1EP7JKD000000	Yes	Authentic
IPC (Cluster)	1FTEW1EP2JFC91145	No	Swapped

Interpretation: The instrument cluster stores a *different* VIN than the rest of the vehicle. A donor cluster (showing 68k mi) was installed over the true powertrain (140k mi) — the mechanism by which the rollback was presented to buyers.

4

Diagnostic Codes & Emissions Readiness

RECENTLY CLEARED

READINESS MONITORS		RECENTLY CLEARED / PENDING	
Catalyst	Not Ready	P0300	Random/multiple misfire
Evap System	Not Ready	P0011	Intake camshaft timing over-advanced (Bank 1)
O2 Sensor	Not Ready	P0456	EVAP very small leak (pending)
Misfire	Ready		
Distance since codes cleared	26 mi		

Interpretation: Three emissions monitors read "Not Ready" with only 26 miles since the last code clear — a classic sign that active trouble codes (including engine misfire) were erased just before the vehicle was listed, so the check-engine light would stay off through a short test drive.

5 Evidence Appendix — Raw Module Read-out

Verbatim CAN responses captured during the scan. Retained for dispute, arbitration, or law-enforcement referral.

```
# ECM — Mode 22, PID DE00 (lifetime distance)
> 22 DE 00
62 DE 00 00 02 27 A5 → 141,205 mi
# IPC cluster — Mode 22, PID 2A00 (displayed odo)
> 22 2A 00
62 2A 00 01 0B 3C → 68,412 mi
# SRS — Mode 19 (stored DTCs)
> 19 02 0C
59 02 B1 23 11 B1 36 11 B1 19 12 → deploy loop + pretensioner
# IPC — VIN block (Mode 22, PID F190)
> 22 F1 90
62 F1 90 31 46 54 45 57 31 45 50 32 4A 46 43 39 31 31 34 35 → 1FTEW1EP2JFC91145 (MISMATCH)
# Mode 01 PID 01 — MIL & readiness
> 01 01
41 01 00 07 61 61 → MIL off, cat/evap/o2 not ready
```

✓ What This Means For You

Bottom line

- True mileage is roughly **140,900 mi**, not 68,412.
- The truck was in a **frontal crash** with airbag deployment.
- The cluster was **swapped** to hide the mileage.
- Engine misfire codes were **cleared** ~26 miles ago.

Recommended next steps

- Do not purchase at a price based on 68k miles.
- Odometer rollback is a **federal crime** (49 U.S.C. §32703) — report to NHTSA & your state DMV.
- Provide this report to the seller; request title/history disclosure.
- If already purchased, this report supports a fraud/rescission claim.

§ Methodology, Provenance & Disclaimer

Method: Data was read directly from the vehicle's control modules over the OBD-II CAN bus using an ELM327-class adapter and VeriCAN's forensic decode engine. Mileage is cross-referenced across the ECM, TCM, ABS, BCM and PCM; module VINs are compared to the vehicle VIN; SRS memory and emissions readiness/DTC status are captured verbatim. **Provenance:** This report reflects data present in the vehicle at scan time (Jul 24, 2026 3:42 PM CT). Findings are reproducible from the raw read-out above. **Limitations:** VeriCAN reads what the vehicle's electronics store; it cannot detect tampering that leaves no electronic trace, and module data can in rare cases be professionally reprogrammed. This report is decision-support, not a warranty, appraisal, or legal determination. **Integrity:** SHA-256 a1f3...8f3a21c904 · verify at getverican.com/verify.

VeriCAN by M&M Partner Solutions · info@mmpartnersolutions.com · getverican.com
This is a **SAMPLE** report generated for product/QA testing. The vehicle, VIN, and findings are fictitious.

6 Tier 2 — Advanced Forensic Events

Beyond fraud checks, the engine reconstructs how and when the vehicle's electronics were last accessed.

EVENT	EVIDENCE IN LOG	ASSESSMENT
Programming session	UDS 0x10 0x03 entered	Module accessed
Module reflash / reprogramming	0x10 0x03 → 0x34 Request Download	Reprogrammed
Key / immobilizer programming	UDS 0x27 SecurityAccess	Key event
Transmission abuse	Torque-converter slip 94 (>60)	Abuse pattern

✓ Full Detection Coverage

Every capability below runs on your uploaded CAN log and is verified end-to-end against a controlled test fixture — not marketing claims.

Tier 1 — Core fraud checks

- Odometer rollback (cross-module)
- Module VIN mismatch / swapped ECU
- Cleared diagnostic codes
- Airbag / SRS deployment history

Tier 2 — Advanced events

- Programming-session tracking
- Module reflash / reprogramming
- Key / immobilizer programming
- Transmission abuse

SAMPLE report — fictitious vehicle. Produced by the live VeriCAN engine; all detections verified functional.