

1KDFTV

7/19/2025 6:40:19 AM

**MIL: OFF**

| Code  | Description                       | Current | Pending | History | Summary | Freeze Frame |
|-------|-----------------------------------|---------|---------|---------|---------|--------------|
| P0672 | Cylinder 2 Glow Plug Circuit/Open |         | X       |         | Icon D  | N            |
| P1608 | Engine Lack of Power              | X       |         | X       | Icon E  | Y            |

| Parameter                    | Value    |          |          |          |          | Unit        |
|------------------------------|----------|----------|----------|----------|----------|-------------|
|                              | -3       | -2       | -1       | 0        | 1        |             |
| Vehicle Speed                | 51       | 53       | 52       | 51       | 53       | km/h        |
| Key Cycle                    | 150      | 150      | 150      | 150      | 150      | trip        |
| Elapsed Time                 | 716700   | 717100   | 717600   | 717800   | 718100   | ms          |
| Target Idle Engine Speed     | 750      | 750      | 750      | 750      | 750      | rpm         |
| Engine Speed                 | 2889     | 2889     | 2890     | 2889     | 2892     | rpm         |
| Calculate Load               | 100.0    | 100.0    | 100.0    | 100.0    | 100.0    | %           |
| MAF                          | 100.85   | 102.79   | 100.62   | 101.87   | 102.21   | gm/sec      |
| Atmosphere Pressure          | 95       | 95       | 95       | 95       | 95       | kPa(abs)    |
| MAP                          | 126      | 126      | 126      | 126      | 126      | kPa         |
| Coolant Temp                 | 89       | 89       | 89       | 89       | 89       | C           |
| Intake Air                   | 37       | 36       | 36       | 36       | 36       | C           |
| Intake Air Temp (Turbo)      | 91       | 91       | 90       | 90       | 90       | C           |
| Engine Run Time              | 810      | 810      | 811      | 811      | 811      | s           |
| Initial Engine Coolant Temp  | 35.6     | 35.6     | 35.6     | 35.6     | 35.6     | C           |
| Initial Intake Air Temp      | 33.1     | 33.1     | 33.1     | 33.1     | 33.1     | C           |
| Battery Voltage              | 13.9     | 13.8     | 14.0     | 14.0     | 14.0     | V           |
| Glow Control Unit Duty       | 0.0      | 0.0      | 0.0      | 0.0      | 0.0      | %           |
| Accel Position               | 99.60    | 99.60    | 99.60    | 99.60    | 99.60    | %           |
| Accel Sens. No.1 Volt %      | 69.0     | 69.0     | 69.0     | 69.0     | 68.6     | %           |
| Accel Sens. No.2 Volt %      | 84.7     | 84.7     | 84.7     | 84.7     | 84.3     | %           |
| Target Throttle Position     | 0        | 0        | 0        | 0        | 0        | %           |
| Actual Throttle Position     | -1       | 0        | 0        | 0        | 0        | %           |
| Diesel Throttle Learn Status | OK       | OK       | OK       | OK       | OK       |             |
| Throttle Sensor Volt %       | 69.8     | 69.8     | 69.8     | 69.8     | 69.8     | %           |
| Throttle Motor DUTY          | 61.1     | 61.5     | 61.5     | 61.5     | 61.5     | %           |
| Injection Volume             | 48.92    | 48.71    | 48.92    | 48.92    | 48.92    | mm3/st      |
| Inj. FB Vol. for Idle        | 8.05     | 8.05     | 8.05     | 8.05     | 8.05     | mm3/st      |
| Inj Vol Feedback Learning    | 0.0      | 0.0      | 0.0      | 0.0      | 0.0      | mm3/st      |
| Injection Feedback Val #1    | -0.2     | -0.2     | -0.2     | -0.2     | -0.2     | mm3/st      |
| Injection Feedback Val #2    | -0.4     | -0.4     | -0.4     | -0.4     | -0.4     | mm3/st      |
| Injection Feedback Val #3    | -1.1     | -1.1     | -1.1     | -1.1     | -1.1     | mm3/st      |
| Injection Feedback Val #4    | 1.2      | 1.2      | 1.2      | 1.2      | 1.2      | mm3/st      |
| Pilot 1 Injection Period     | 158      | 158      | 158      | 158      | 158      | us          |
| Pilot 2 Injection Period     | 154      | 154      | 154      | 154      | 154      | us          |
| Main Injection Period        | 458      | 463      | 463      | 459      | 459      | us          |
| After Injection Period       | 0        | 0        | 0        | 0        | 0        | us          |
| Pilot 1 Injection Timing     | -35.0    | -35.0    | -35.0    | -35.0    | -35.0    | deg<br>(CA) |
| Pilot 2 Injection Timing     | -16.4    | -16.4    | -16.4    | -16.4    | -16.4    | deg<br>(CA) |
| Main Injection Timing        | 0.5      | 0.5      | 0.5      | 0.5      | 0.5      | deg<br>(CA) |
| After Injection Timing       | 36.3     | 36.3     | 36.3     | 36.3     | 36.3     | deg<br>(CA) |
| Injector Memory Error        | No Error | No Error | No Error | No Error | No Error |             |
| Reju Pilot Quantity Learning | NG       | NG       | NG       | NG       | NG       |             |
| Pilot Quantity Learning      | Standby  | Standby  | Standby  | Standby  | Standby  |             |

**Freeze Frame Data Report**  
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| Parameter                          | Value    |          |          |          |          | Unit     |
|------------------------------------|----------|----------|----------|----------|----------|----------|
|                                    | -3       | -2       | -1       | 0        | 1        |          |
| Target Common Rail Pressure        | 146070   | 146000   | 146000   | 146170   | 145850   | kPa(abs) |
| Fuel Press                         | 142760   | 142060   | 145200   | 143100   | 143460   | kPag     |
| Fuel Temperature                   | 55       | 55       | 55       | 55       | 55       | C        |
| Fuel Return Temp                   | 85       | 85       | 85       | 85       | 85       | C        |
| Target Pump SCV Current            | 1194.8   | 1195.2   | 1195.7   | 1195.3   | 1194.3   | mA       |
| Pump SCV Learning Value            | 20.2     | 20.2     | 20.2     | 20.2     | 20.2     | mA       |
| Pressure Discharge Valve           | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| AF Lambda B1S1                     | 1.887    | 1.954    | 1.956    | 1.934    | 1.798    |          |
| AFS Voltage B1S1                   | 0.69     | 0.71     | 0.70     | 0.71     | 0.61     | V        |
| AFS Current B1S1                   | 0.95     | 0.99     | 0.97     | 0.98     | 0.84     | mA       |
| Target EGR Position                | 0.0      | 0.0      | 0.0      | 0.0      | 0.0      | %        |
| Actual EGR Valve Pos.              | 0.0      | 0.0      | 0.0      | 0.0      | 0.0      | %        |
| EGR Motor Duty #1                  | 12.5     | 9.5      | 12.0     | 10.0     | 12.0     | %        |
| EGR Close Lrn. Val.                | 0.60     | 0.60     | 0.60     | 0.60     | 0.60     | V        |
| EGR Close Lrn. Status              | OK       | OK       | OK       | OK       | OK       |          |
| EGR Operation Prohibit             | NG       | NG       | NG       | NG       | NG       |          |
| EGR Cooler Bypass VSV              | ON       | ON       | ON       | ON       | ON       |          |
| EGR Cooler Bypass Position         | Cooler   | Cooler   | Cooler   | Cooler   | Cooler   |          |
| Target Booster Pressure            | 179.51   | 179.14   | 179.51   | 179.41   | 179.41   | kPa(abs) |
| VN Turbo Command                   | 60       | 60       | 60       | 60       | 60       | %        |
| Actual VN Position                 | 60.5     | 60.5     | 60.0     | 60.0     | 60.5     | %        |
| VN Position Sensor Out             | 2.802    | 2.802    | 2.807    | 2.807    | 2.802    | V        |
| VN Motor Duty                      | 3.0      | 2.0      | 3.0      | 4.0      | 0.0      | %        |
| VN Close Learn Value               | 1.914    | 1.914    | 1.914    | 1.914    | 1.914    | V        |
| VN Close Learn Status              | ON       | ON       | ON       | ON       | ON       |          |
| Exhaust Temperature B1S1 Supported | Supp     | Supp     | Supp     | Supp     | Supp     |          |
| Exhaust Temperature B1S1           | 376.8    | 379.3    | 380.6    | 381.8    | 381.8    | C        |
| Exhaust Temperature B1S2 Supported | Supp     | Supp     | Supp     | Supp     | Supp     |          |
| Exhaust Temperature B1S2           | 540.0    | 540.0    | 541.2    | 541.2    | 541.8    | C        |
| Exhaust Temperature B1S3 Supported | Supp     | Supp     | Supp     | Supp     | Supp     |          |
| Exhaust Temperature B1S3           | 568.1    | 569.3    | 569.3    | 569.3    | 570.6    | C        |
| Exhaust Temperature B1S4 Supported | Unsupp   | Unsupp   | Unsupp   | Unsupp   | Unsupp   |          |
| Exhaust Temperature B1S4           | -40.0    | -40.0    | -40.0    | -40.0    | -40.0    | C        |
| DPF Differential Pressure          | 8.187    | 9.941    | 9.187    | 7.183    | 10.316   | kPa      |
| Catalyst Differential Press        | 0.0710   | 0.0714   | 0.0712   | 0.0716   | 0.0720   |          |
| Exhaust Fuel Addition FB           | 1.07     | 1.07     | 1.07     | 1.07     | 1.07     |          |
| DPF Thermal Deteriorate            | Normal   | Normal   | Normal   | Normal   | Normal   |          |
| DPF No Activate                    | Activate | Activate | Activate | Activate | Activate |          |
| DPF PM Block                       | No Block | No Block | No Block | No Block | No Block |          |
| Catalyst Memory Error              | No Error | No Error | No Error | No Error | No Error |          |
| Add. INJ Flow Excessive            | Normal   | Normal   | Normal   | Normal   | Normal   |          |
| DPF Overtemperature                | Normal   | Normal   | Normal   | Normal   | Normal   |          |
| PM Accumulation Ratio              | 92       | 92       | 92       | 92       | 92       | %        |
| Starter Signal                     | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Neutral Position SW Signal         | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Stop Light Switch                  | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| A/C Signal                         | ON       | ON       | ON       | ON       | ON       |          |
| Immobiliser Communication          | ON       | ON       | ON       | ON       | ON       |          |
| Time after DTC Cleared             | 18       | 18       | 18       | 18       | 18       | min      |
| Distance from DTC Cleared          | 8        | 8        | 8        | 8        | 8        | km       |
| Warmup Cycle Cleared DTC           | 1        | 1        | 1        | 1        | 1        |          |
| TC and TE1                         | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Engine Start Time                  | 0        | 0        | 0        | 0        | 0        | ms       |
| Engine Speed (Starter Off)         | 831      | 831      | 831      | 831      | 831      | rpm      |
| Starter Count                      | 1        | 1        | 1        | 1        | 1        |          |
| Run Dist of Previous Trip          | 7        | 7        | 7        | 7        | 7        | km       |
| Glow Request Lighting Time         | 393      | 393      | 393      | 393      | 393      | ms       |
| IG-ON Time                         | 4063     | 4063     | 4063     | 4063     | 4063     | ms       |
| MAF Low                            | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Boost Pressure Low                 | OFF      | OFF      | OFF      | ON       | ON       |          |
| Common Rail Pressure Low           | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Engine Coolant Temp High           | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| MAF/Estimate MAF Ratio             | 1.28     | 1.28     | 1.29     | 1.29     | 1.29     |          |
| Rough Idle #1                      | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Rough Idle #2                      | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Rough Idle #3                      | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Rough Idle #4                      | OFF      | OFF      | OFF      | OFF      | OFF      |          |
| Electric Duty Feedback Value       | 0.0      | 0.1      | 0.0      | 0.1      | 0.0      | mm3/st   |
| A/C Duty Feedback Value            | 2.5      | 2.5      | 2.5      | 2.5      | 2.5      | mm3/st   |

**Freeze Frame Data Report**  
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| Parameter                   | Value |      |      |      |      | Unit   |
|-----------------------------|-------|------|------|------|------|--------|
|                             | -3    | -2   | -1   | 0    | 1    |        |
| PS Duty Feedback Value      | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | mm3/st |
| Idle Injection Volume (Min) | 5.4   | 5.4  | 5.4  | 5.4  | 5.4  | mm3/st |
| Swirl Control Valve VSV     | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| ACT VSV                     | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| Immobliser Fuel Cut History | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| Received MIL from ECT       | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| Shift Position Sig from ECT | 2nd   | 2nd  | 2nd  | 2nd  | 2nd  |        |
| A/T Oil Temp from ECT       | 82.5  | 82.5 | 82.5 | 82.5 | 82.5 | C      |
| SPD (NO)                    | 1350  | 1350 | 1350 | 1350 | 1350 | rpm    |
| ECT Lock Up                 | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| Shift SW Status (P Range)   | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| A/T Oil Temperature 1       | 82.5  | 82.5 | 82.5 | 82.5 | 82.5 | C      |
| Cancel Switch               | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| SET/COAST Switch            | OFF   | OFF  | OFF  | OFF  | OFF  |        |
| RES/ACC Switch              | OFF   | OFF  | OFF  | OFF  | OFF  |        |