jaltest
BY COJALI

P/N: MA006964
F/W: 19.3.1
S/N: P001692246

Date: 3/4/2020   Start 12:09:14 / Close 13:05:41

Customer's Name		Tax ID / GST

Invoice No.	Date:	Hour
	3/4/2020	13:05:41

Freightliner FLD120, engine:L6, 12.7L (775 CID)

License plate	VIN	Number or name
	1FUYDSZB9YPF04424	

Total covered distance (mi)	Service hours
2138163	75678

Systems detected	Communication
MID 128, Detroit Diesel, Model:6067BK60, Engine Control Module	J1708
MID 136, Meritor Wabco, ABS D/E SAE J1708, Antilock braking system	J1708

VEHICLE INFORMATION	
Model Year	2000
Make	Freightliner
Model	FLD120
Engine Type	L6, 12.7L (775 CID)
Country	UNITED STATES
Assy. Plant	Portland, OR
Production Seq. Number	F04424
Check Digit	9
Cab Type	Conventional Cab
Drive Line Type	6x4
GVWR Class	Class 8: 33,001 lb And Over
Manufacturer	Freightliner Corporation
Vehicle Type	Truck
Vehicle Class	Truck Tractor
Chassis	Truck-Tractor Chassis
Brake System	Air
Fuel Type	Diesel
Horsepower	460-605HP
Engine Manufacturer	Detroit Diesel
Engine Series Code	Series 60
Axle Configuration	Set Back Front Axle Position

DDEC IV Series 50/60 (1998 - 2003), Engine Management System, Unit Injector System

VIN CODE (VEHICLE IDENTIFICATION NUMBER): 1FUYDSZB9YPF04424

MODEL: 6067BK60

ENGINE NUMBER: 06R0523129

CONTROL UNIT SERIAL NUMBER: VF603C1D

BRAND: DTDSC

SOFTWARE VERSION: 1042

READ FAULT CODES

0	Engine Oil Pressure. Valid data, but below normal operational range. (PID:100 FMI:1) {VERY HIGH PRIORITY}	NON-ACTIVE FAULT x4

FREEZE FRAME DATA	
BEGINNING OF THE FAULT	5561
DATE - FIRST OCCURRENCE	29/1 dd:mm
HOUR - FIRST OCCURRENCE	18:59 hh:mm
END OF THE FAULT	8837
DATE - LAST OCCURRENCE	18/2 dd:mm
HOUR - LAST OCCURRENCE	9:36 hh:mm
DURATION OF THE FAULT	60 s

1	Coolant level. Valid data, but below normal operational range. (PID:111 FMI:1) {VERY HIGH PRIORITY}	NON-ACTIVE FAULT x25

FREEZE FRAME DATA	
BEGINNING OF THE FAULT	62679
DATE - FIRST OCCURRENCE	20/5 dd:mm
HOUR - FIRST OCCURRENCE	18:25 hh:mm
END OF THE FAULT	8910
DATE - LAST OCCURRENCE	21/2 dd:mm
HOUR - LAST OCCURRENCE	16:20 hh:mm
DURATION OF THE FAULT	45435 s

2	Fuel temperature. Voltage above normal or shorted high. (PID:174 FMI:3)	NON-ACTIVE FAULT x3

FREEZE FRAME DATA	
BEGINNING OF THE FAULT	2412
DATE - FIRST OCCURRENCE	2/3 dd:mm
HOUR - FIRST OCCURRENCE	22:17 hh:mm
END OF THE FAULT	2432
DATE - LAST OCCURRENCE	7/3 dd:mm
HOUR - LAST OCCURRENCE	21:28 hh:mm
DURATION OF THE FAULT	25 s

3	Battery Potential (Voltage). Valid data, but below normal operational range. (PID:168 FMI:1)	NON-ACTIVE FAULT x2

FREEZE FRAME DATA	
BEGINNING OF THE FAULT	5393
DATE - FIRST OCCURRENCE	16/1 dd:mm
HOUR - FIRST OCCURRENCE	11:40 hh:mm
END OF THE FAULT	10141
DATE - LAST OCCURRENCE	15/7 dd:mm
HOUR - LAST OCCURRENCE	11:1 hh:mm
DURATION OF THE FAULT	13145 s

CLEAR FAULT CODES

ALL THE SUCCESSFULLY REPAIRED FAULT CODES WILL BE CLEARED FROM THE CONTROL UNIT MEMORY.

PROCESSING...

THE FAULT CODE DELETING PROCESS HAS FINISHED

READ FAULT CODES

ECU HAS NO FAULT CODES STORED IN MEMORY

SYSTEM DATA \ ECU DATA

VIN CODE (VEHICLE IDENTIFICATION NUMBER)	1FUYDSZB9YPF04424
MANUFACTURER	DTDSC
MODEL	6067BK60
ENGINE NUMBER	06R0523129
CONTROL UNIT SERIAL NUMBER	VF603C1D
SOFTWARE VERSION	26.01
SHARED VERSION	4
EPA CERTIFICATION	1042

MONITORING \ LIVE DATA SELECTION

TRANSMISSION RETARDER STATUS	OFF
FAN CONTROL OVERRIDE	ON
ENGINE BRAKE MEDIUM	OFF
ENGINE BRAKE LOW	OFF
LOW DDEC VOLTAGE WARNING (1)	ON
WARNING LAMP FOR LOW LEVEL OF COOLANT FLUID	ON
DRAIN VALVE STATE	NOT CONFIGURED
SYSTEM PRESSURE, CONFIGURATION	---
DIFFERENTIAL PRESSURE, EXHAUST GAS RECIRCULATION SYSTEM (EGR)	---
CRUISE CONTROL SPEED CONFIGURED	0 mph
FUEL CONSUMPTION	0.234 gal/h
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 2	0 %
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 4, FAN	0 %
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 1	0 %
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 3	0 %
REGULATOR/GOVERNOR TYPE	VARIABLE SPEED GOVERNOR CRUISE
PULSE WIDTH	2.5 °
SMOKE CONTROL	OFF
KNOCKING CONTROL, VOLTAGE	0 V
FUEL INJECTION PUMP, REAL VALUE	---
MAIN INJECTION, AVERAGE	---
SPEED ADJUSTMENT	---
VARIABLE SPEED GOVERNOR, VALUE (COUNTS)	---

SIGNAL OF THE ACCELERATOR PEDAL POSITION SENSOR 1 (COUNTS)	---
VEHICLE SENSOR SUPPLY - 5V (1)	---
"RTC" BATTERY	---
SRS AIRBAG	YES
OPTIMIZED IDLE ALARM, STATE	NOT CONFIGURED
OPTIMIZED IDLE, STARTER RELAY	NOT CONFIGURED
OPTIMIZED IDLE, SYSTEM	NOT CONFIGURED
THERMOSTAT HEATER, CONTROL	OFF
ENGINE, POWER REDUCTION	INACTIVE
KNOCKING CONTROL	NO
TORQUE LIMITER (AIR TEMPERATURE)	NO
SHIFT CONTROL SOLENOID VALVE	0
SHIFT CONTROL SOLENOID VALVE - STOP	0
SHIFT CONTROL SOLENOID VALVE - UNUSED	0
ENGINE VARIABLE GEOMETRY TURBOCHARGER 1 CONTROL MODE	---
CRUISE CONTROL SWITCH "RESUME / SET"	OFF
FAN SWITCH	NOT CONFIGURED
CRUISE CONTROL SWITCH "RESUME / SET +"	OFF
INPUT SIGNAL (PIN F2)	ON
CLUTCH SWITCH	ON
SERVICE BRAKE SWITCH STATUS	ON
INPUT SIGNAL (PIN G1)	OFF
ENGINE BRAKE, DEACTIVATION	OFF
PROTECTION (EXTERIOR)	OFF
PARKING BRAKE SWITCH	ON
ENGINE BRAKE SWITCH "MEDIUM VALUE"	OFF
ENGINE BRAKE SWITCH "LOW VALUE"	OFF
CHECK ENGINE LAMP (1)	OFF
WARNING STOP ENGINE LIGHT (1)	OFF
VEHICLE POWER SHUTDOWN	ON
FAN CONTROL OVERRIDE	ON
ENGINE BRAKE MEDIUM (1)	OFF
ENGINE BRAKE LOW (1)	OFF
LOW DDEC VOLTAGE WARNING	---
WARNING LAMP FOR LOW LEVEL OF COOLANT FLUID (1)	---
ENGINE BRAKE, ACTIVATION	---
CHECK ENGINE LAMP	OFF

WARNING STOP ENGINE LIGHT	OFF
VEHICLE POWER SHUTDOWN	ON
ENGINE RPM	999 rpm
ACCELERATOR PEDAL POSITION	0 %
ENGINE LOAD	3.5 %
COOLANT LIQUID TEMPERATURE	172 °F
COOLANT FLUID LEVEL	100 %
WARNING LAMP STATE, PROTECTION LAMP	NOT AVAILABLE
WARNING LAMP STATE, ORANGE LAMP	OFF
WARNING LAMP STATE, RED LAMP	OFF
PARKING BRAKE SWITCH	ACTIVE
BRAKE SWITCH	NOT AVAILABLE
BRAKE PEDAL SWITCH	OFF
ENGINE TORQUE LIMITATION, FACTOR	100 %
IDLE SHUTDOWN TIMER	INACTIVE
IDLE SHUTDOWN TIMER, FUNCTION ENABLING	DISABLED (CALIBRATION)
IDLE SHUTDOWN TIMER, TIME OVERRIDE	INACTIVE
IDLE SHUTDOWN TIMER, ENGINE SHUT SIGNAL, IDLE SPEED CONDITION	NO
IDLE SHUTDOWN TIMER, ALARM	INACTIVE
VEHICLE SPEED	0 mph
CRUISE CONTROL STATE	INACTIVE
CRUISE CONTROL SWITCH "SET"	OFF
CRUISE CONTROL SWITCH "RESUME"	OFF
CRUISE CONTROL SWITCH "SET +"	OFF
CRUISE CONTROL SWITCH "COAST"	OFF
CRUISE CONTROL SWITCH	ON
CRUISE CONTROL, CLUTCH SWITCH	OFF
CRUISE CONTROL, BRAKE SWITCH	OFF
CRUISE CONTROL, SPEED LIMIT, MAXIMUM LIMIT	76.5 mph
CRUISE CONTROL, SPEED LIMIT, MINIMUM LIMIT	20 mph
POWER TAKE-OFF STATE, POWER TAKE-OFF MODE	ACTIVE
POWER TAKE-OFF STATE, CLUTCH	OFF
POWER TAKE-OFF STATE, BRAKE	OFF
POWER TAKE-OFF STATE, ACCELERATOR	OFF
POWER TAKE-OFF STATE, RESUME	OFF
POWER TAKE-OFF STATE, DECELERATION SWITCH (COAST)	OFF
POWER TAKE-OFF STATE, CONFIGURATION	OFF

POWER TAKE-OFF STATE, POWER TAKE-OFF CONTROL	ON
ENGINE TORQUE	-40 lb-ft
ENGINE OIL PRESSURE	41.5 psi (lbf/in²)
TURBO PRESSURE	0 psi (lbf/in²)
INTAKE MANIFOLD ABSOLUTE PRESSURE	14.25 psi (lbf/in²)
ATMOSPHERIC PRESSURE	14.437 psi (lbf/in²)
ATMOSPHERIC PRESSURE (EXTENDED RANGE)	99.6 kPa
LIMIT SPEED GOVERNOR (LSG) DROOP RPM	124 rpm
ENGINE BRAKE STATE	OFF
ENGINE BRAKE, CYLINDER STATE (2)	INACTIVE
ENGINE BRAKE, CYLINDER STATE (3)	INACTIVE
ENGINE BRAKE, CYLINDER STATE (4)	INACTIVE
ENGINE BRAKE, CYLINDER STATE (6)	INACTIVE
ENGINE BRAKE, CYLINDER STATE (8)	INACTIVE
ENGINE RETARDER PERCENT	0 %
INSTANTANEOUS RANGE (2)	0 mpg
RANGE, AVERAGE FUEL CONSUMPTION	5.843 mpg
SPEED SENSOR, CALIBRATION DATA	30888 ppm (pulses per mile)
USAGE HOURS (POWER TAKE-OFF (PTO))	22328.75 h
INPUT SIGNAL 1, SIGNAL STATUS	OFF
INPUT SIGNAL 2, SIGNAL STATUS	OFF
INPUT SIGNAL 3, SIGNAL STATUS	NOT AVAILABLE
INPUT SIGNAL 4, SIGNAL STATUS	NOT AVAILABLE
INPUT SIGNAL 5, SIGNAL STATUS	NOT AVAILABLE
INPUT SIGNAL 6, SIGNAL STATUS	OFF
INPUT SIGNAL 7, SIGNAL STATUS	NOT AVAILABLE
INPUT SIGNAL 8, SIGNAL STATUS	NOT AVAILABLE
OUTPUT SIGNAL 1, SIGNAL STATUS	ON
OUTPUT SIGNAL 2, SIGNAL STATUS	NOT AVAILABLE
OUTPUT SIGNAL 3, SIGNAL STATUS	ON
OUTPUT SIGNAL 4, SIGNAL STATUS	ON
OUTPUT SIGNAL 5, SIGNAL STATUS	NOT AVAILABLE
OUTPUT SIGNAL 6, SIGNAL STATUS	NOT AVAILABLE
OUTPUT SIGNAL 7, SIGNAL STATUS	NOT AVAILABLE
OUTPUT SIGNAL 8, SIGNAL STATUS	NOT AVAILABLE
RATED ENGINE POWER	500 HP
BATTERY VOLTAGE	14.05 V
✔ [CORRECT]	
AMBIENT TEMPERATURE	92.5 °F
INTAKE AIR TEMPERATURE	95.25 °F

FUEL TEMPERATURE	69.5 °F
ENGINE OIL TEMPERATURE	165 °F
PTO (POWER TAKE-OFF) SET SPEED	1000 rpm
IDLE REGULATION	600 rpm
RATED ENGINE RPM	2110 rpm
TRIP FUEL	4935.375 gal
TOTAL FUEL USED	382392 gal
TOTAL IDLE FUEL USED	17099.75 gal
UNIT NUMBER (POWER)	
PARTIAL DISTANCE (TRIP DATA)	1094599.2 mi
TOTAL DISTANCE (TOTAL DISTANCE TRAVELED WITH THE ENGINE)	2138163.3 mi
ENGINE OPERATION HOURS	75679.45 h
TOTAL IDLE HOURS	36427.45 h
CLOCK	12:43:4.75
DATE	3/3.75/2020

SYSTEM CHECKS \ MANUAL CYLINDER CUT-OUT \ 1000 RPM SPEED

INITIAL CONDITIONS:

- ENGINE STARTED
- PARKING BRAKE ACTIVATED
- GEAR SHIFT IN NEUTRAL POSITION

SEE ACTION HELP

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER: 1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

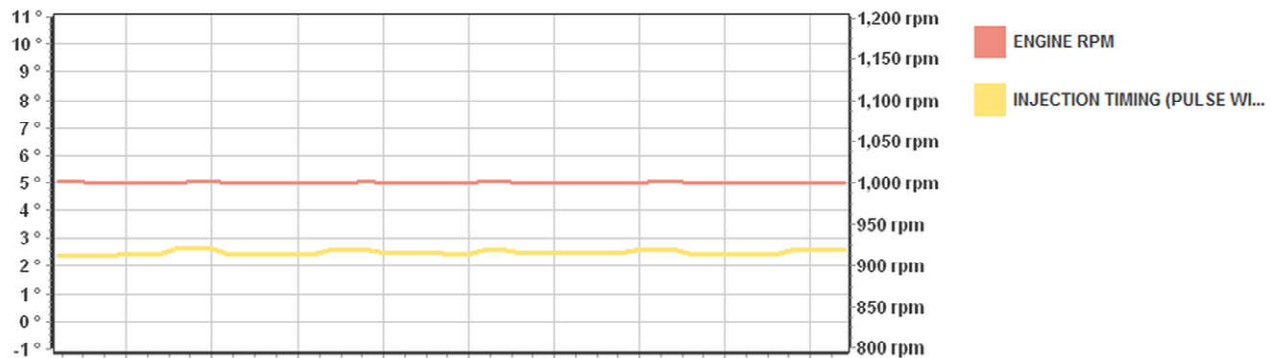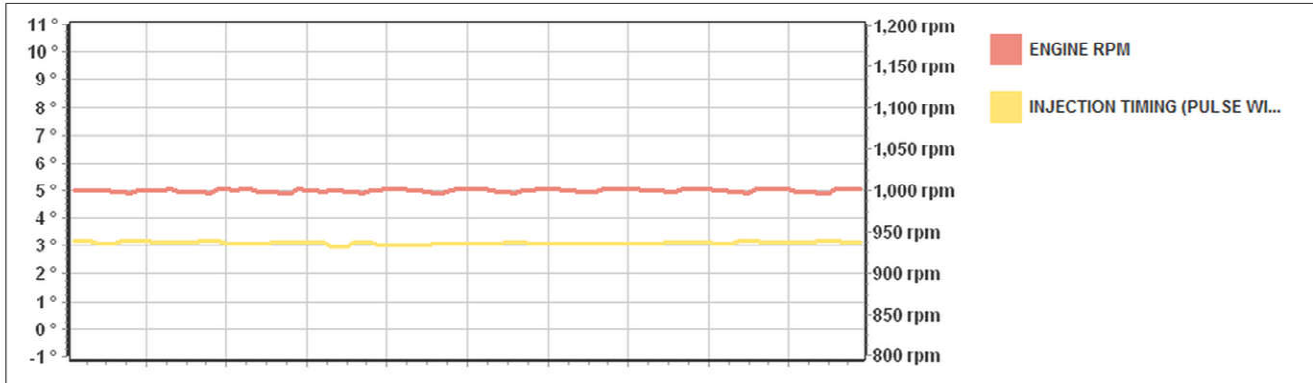*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

CYLINDER	1

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STATE	ON

PROCESSING...

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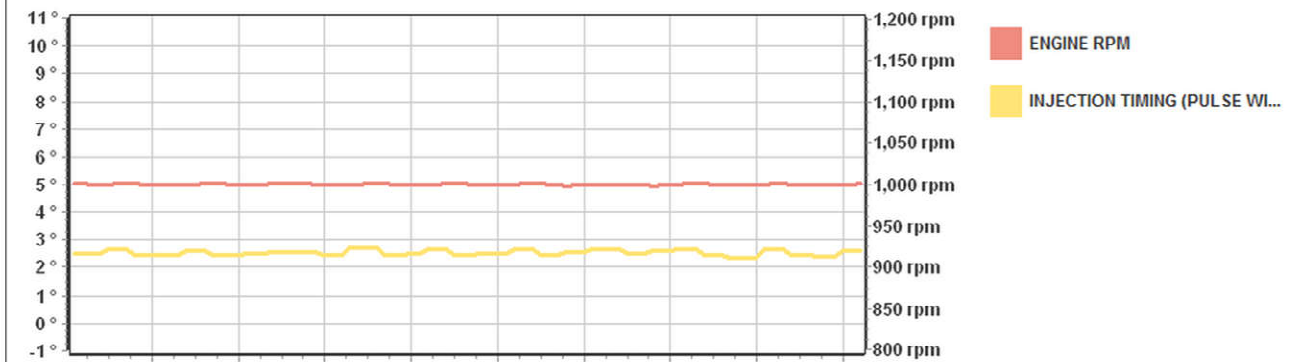*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

CYLINDER	1
STATE	OFF

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER: 1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

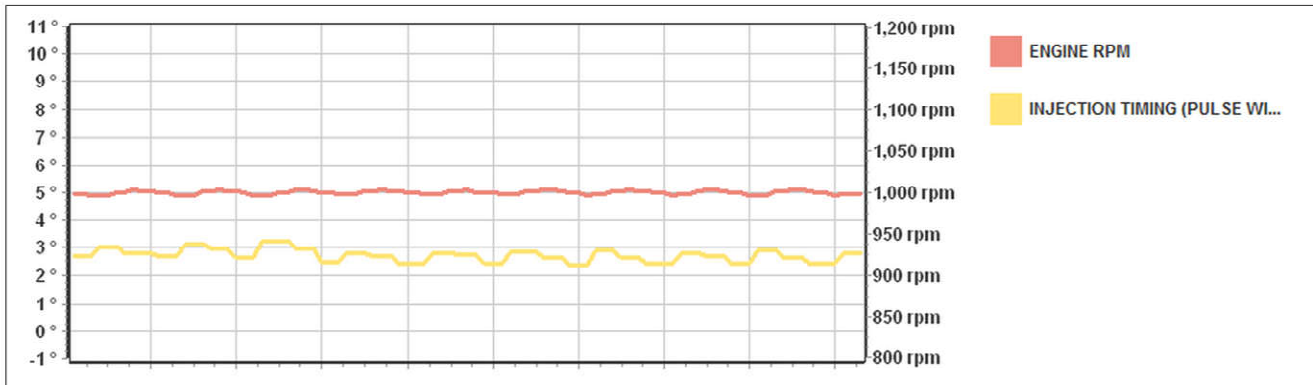*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

CYLINDER	2
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

CYLINDER	2
STATE	OFF

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

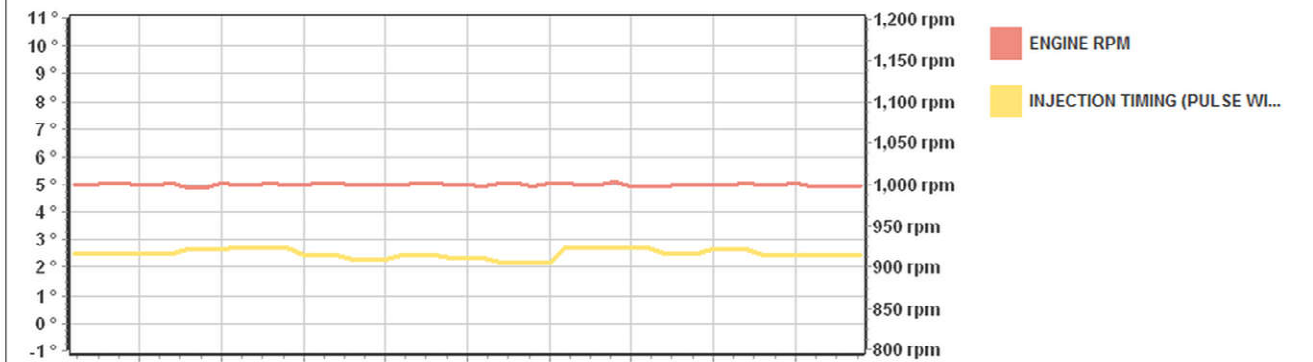*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

CYLINDER	3
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

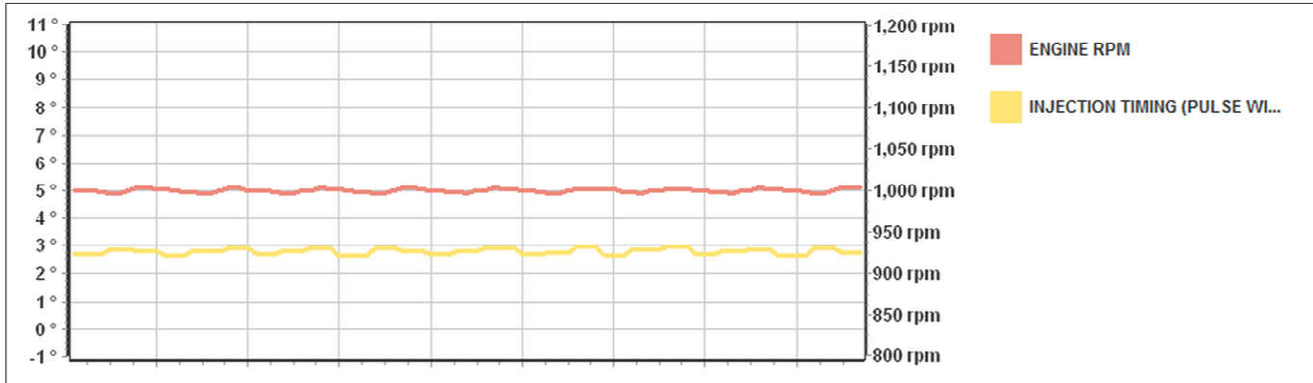*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

CYLINDER	3
STATE	OFF

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

CYLINDER	4
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

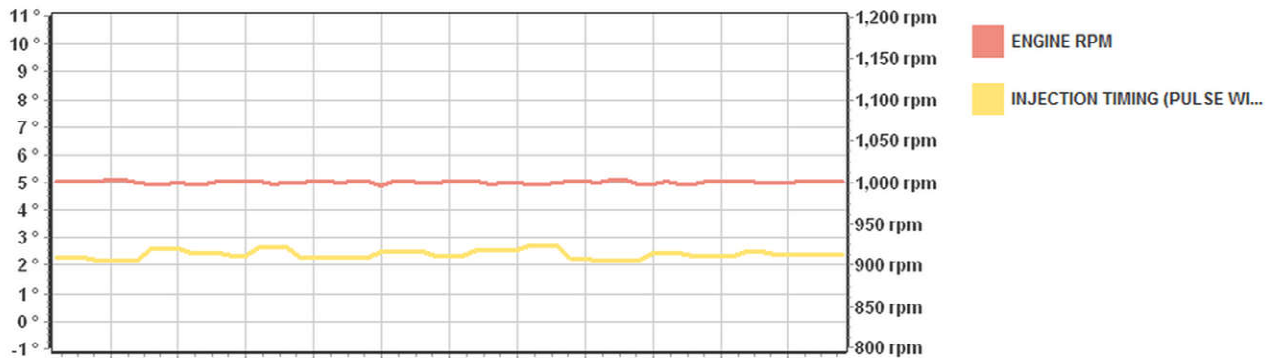*NOTE:* DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

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CYLINDER	4
STATE	OFF

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
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SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

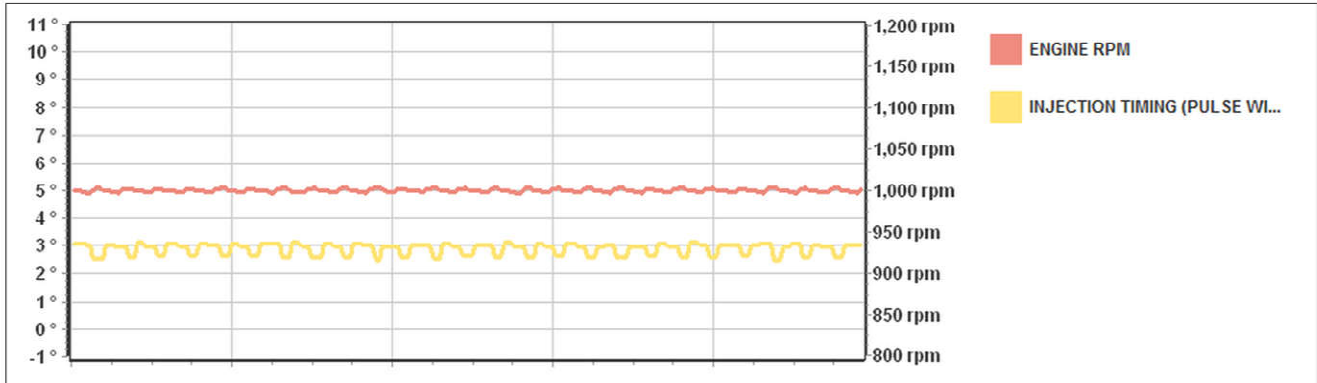*NOTE:* DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

CYLINDER	5
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

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CYLINDER	5
STATE	OFF

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
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SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

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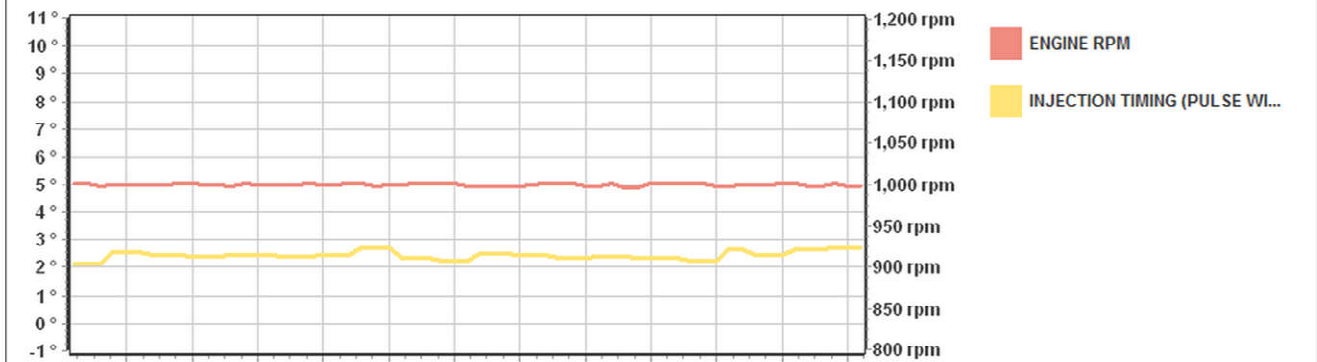

CYLINDER	6
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
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SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

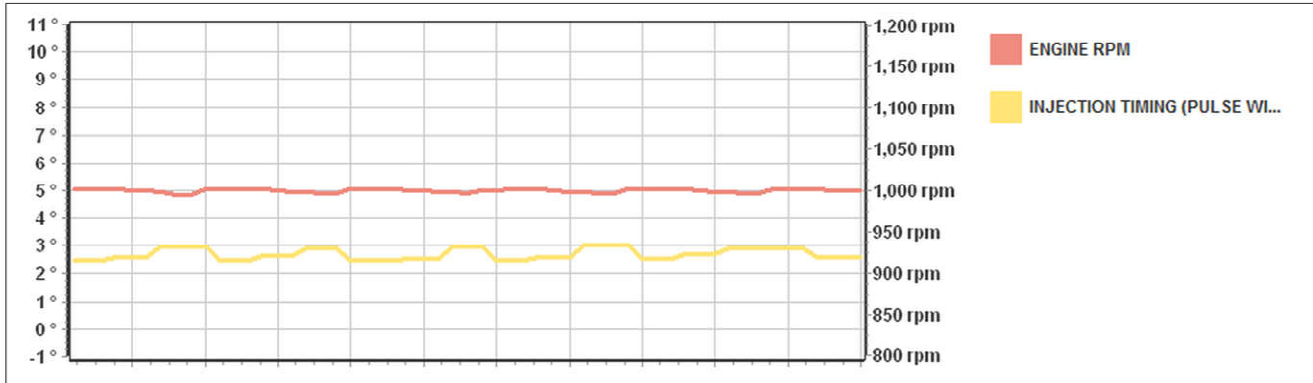*NOTE:* DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

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CYLINDER	6
STATE	OFF

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
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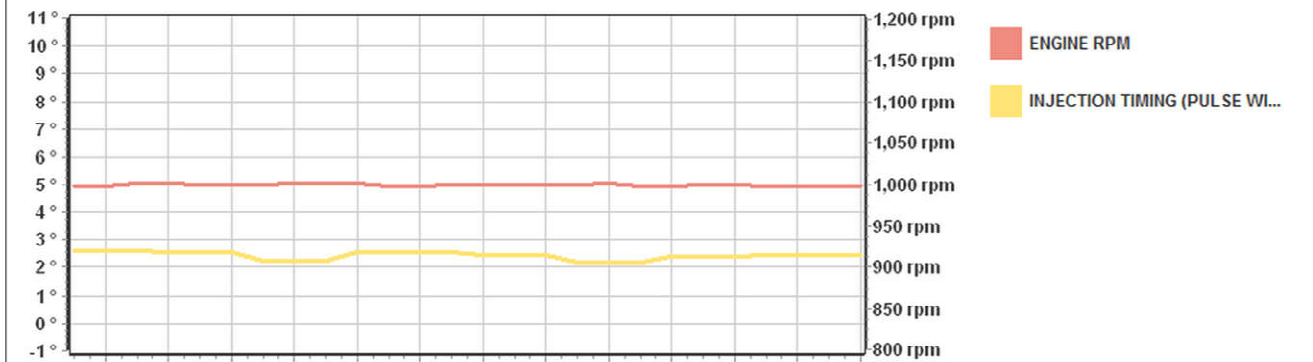*NOTE:* DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

CYLINDER	1
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

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CYLINDER	1
STATE	OFF

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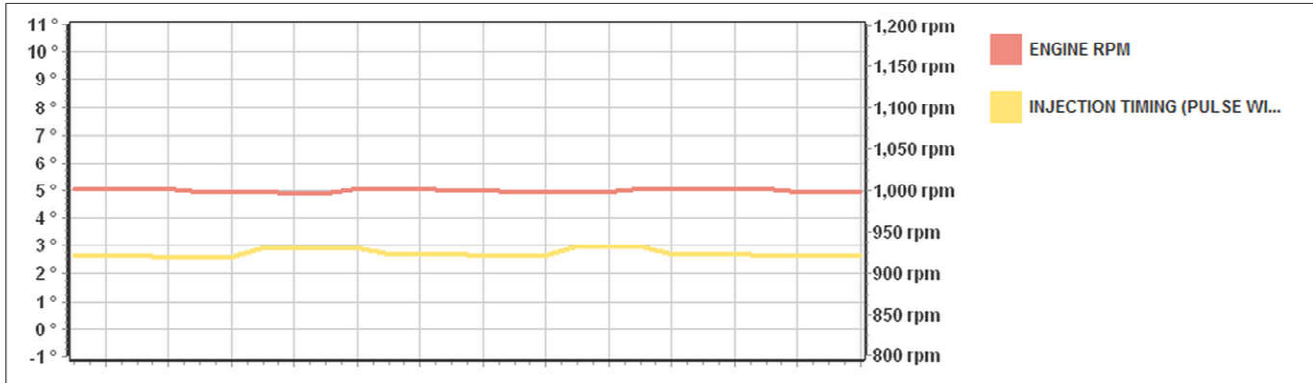*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

CYLINDER	2
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

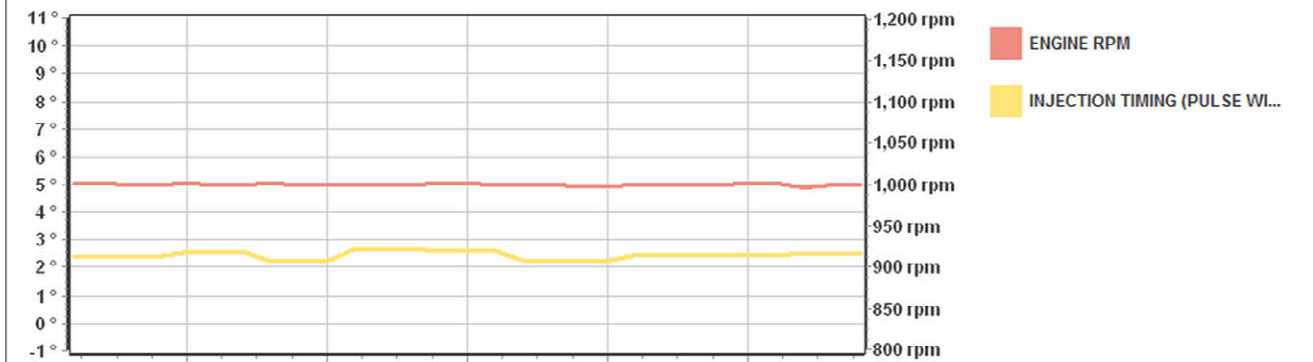*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

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CYLINDER	2
STATE	OFF

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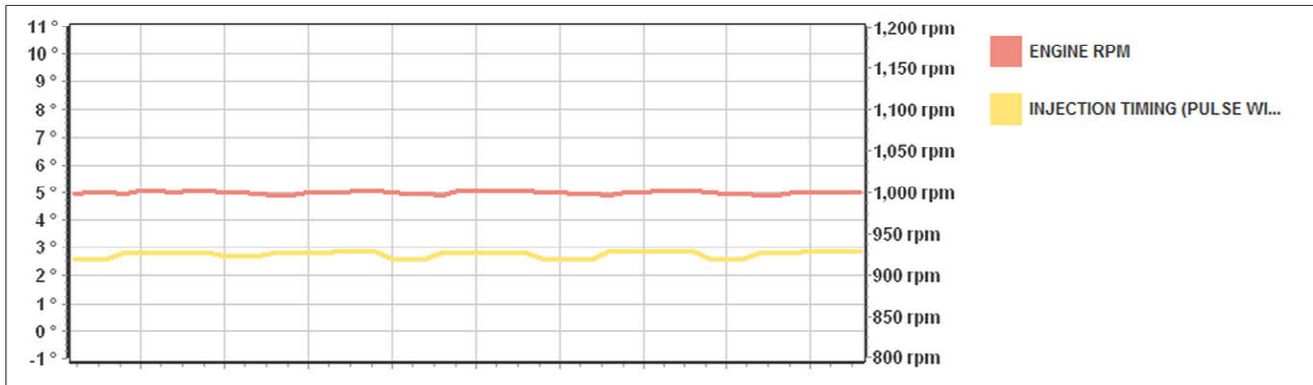*NOTE:* DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

CYLINDER	3
STATE	ON

PROCESSING...

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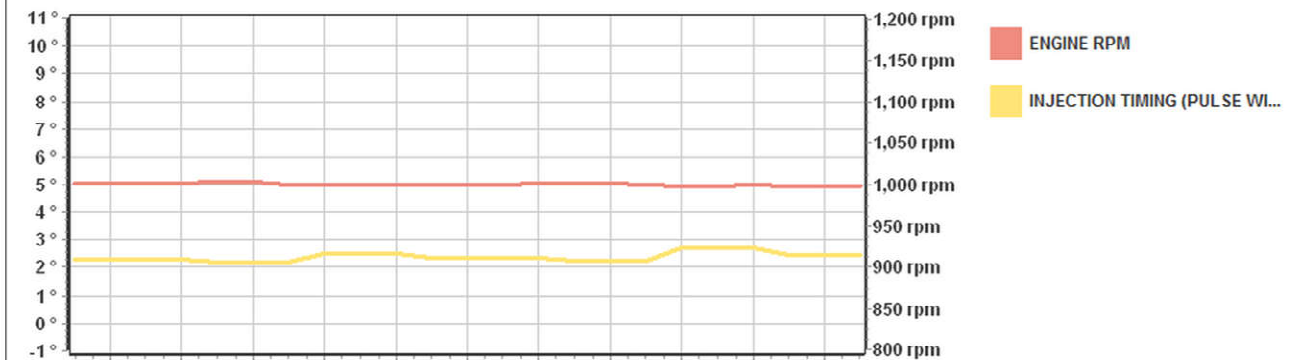*NOTE:* DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

CYLINDER	3
STATE	OFF

PROCESSING...

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CYLINDER	4
STATE	ON

PROCESSING...

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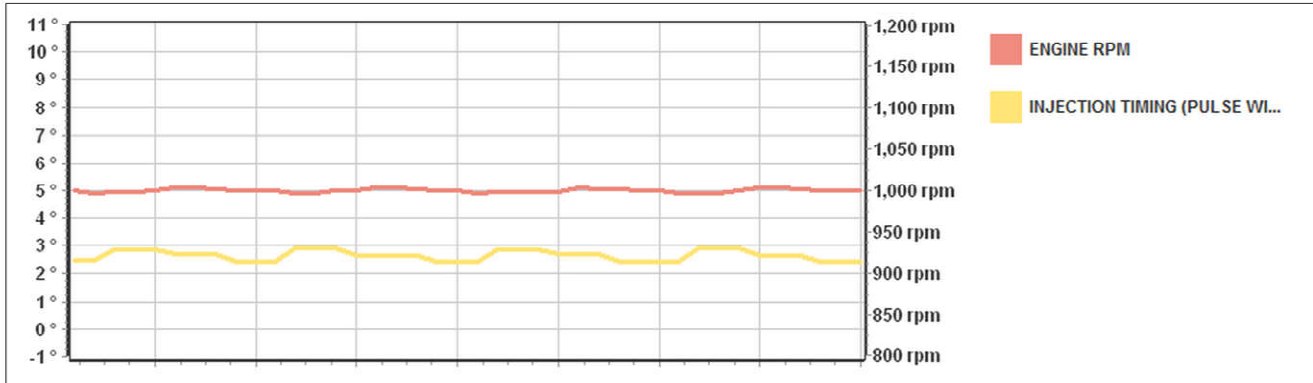*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

ENGINE RPM

INJECTION TIMING (PULSE WI...

CYLINDER	4
STATE	OFF

PROCESSING...

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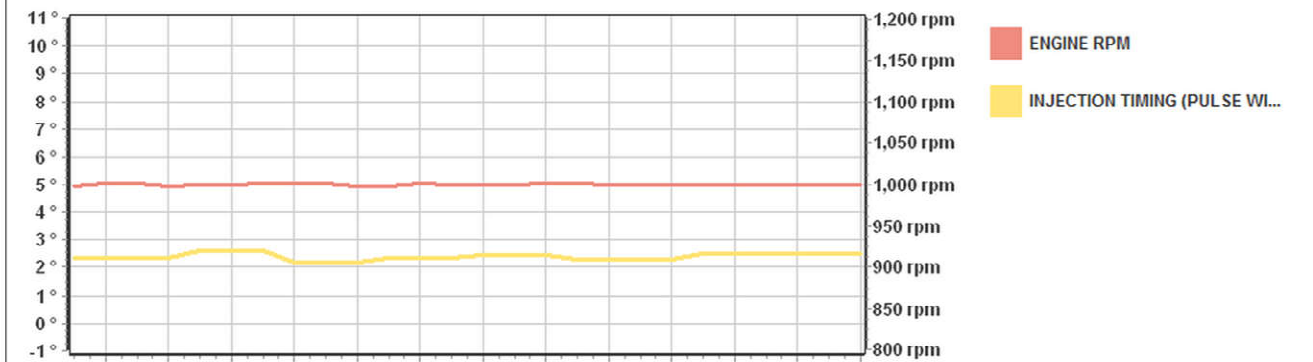*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

ENGINE RPM

INJECTION TIMING (PULSE WI...

CYLINDER	5
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
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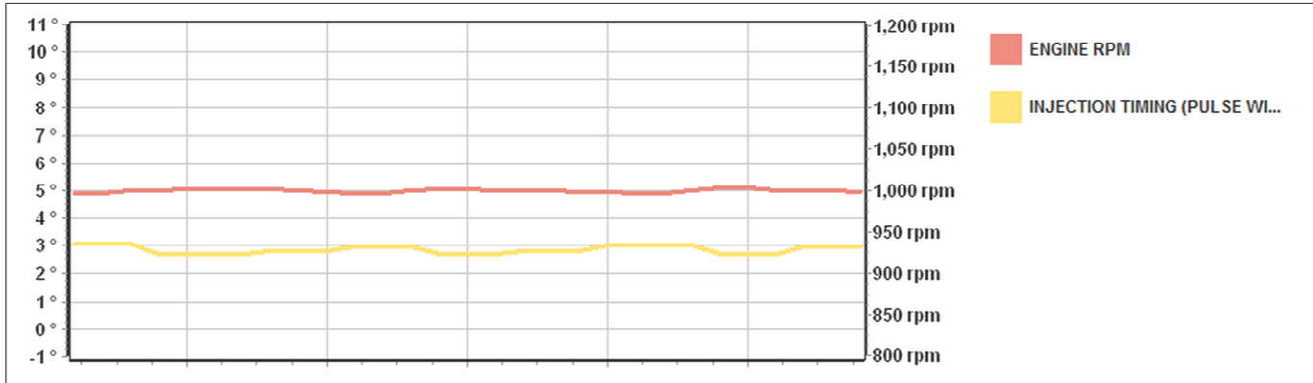
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CYLINDER	6
STATE	ON

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER:
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SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

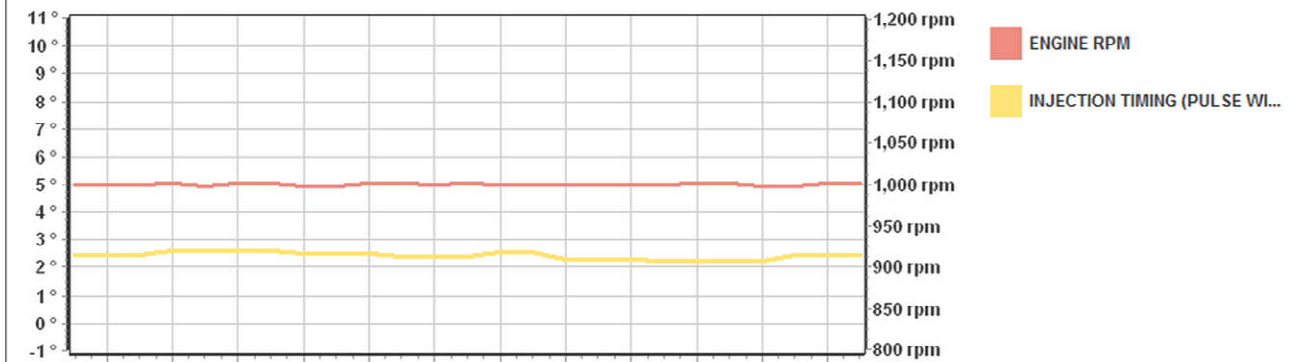*NOTE: DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED*

ENGINE RPM

INJECTION TIMING (PULSE WI...

CYLINDER	6
STATE	OFF

PROCESSING...

TAKE INTO ACCOUNT THAT THE PROCESS IS PERFORMED FOLLOWING THE CYLINDERS FIRING ORDER: 1 - 5 - 3 - 6 - 2 - 4

SELECT THE CYLINDER WHICH YOU WANT TO ACTUATE

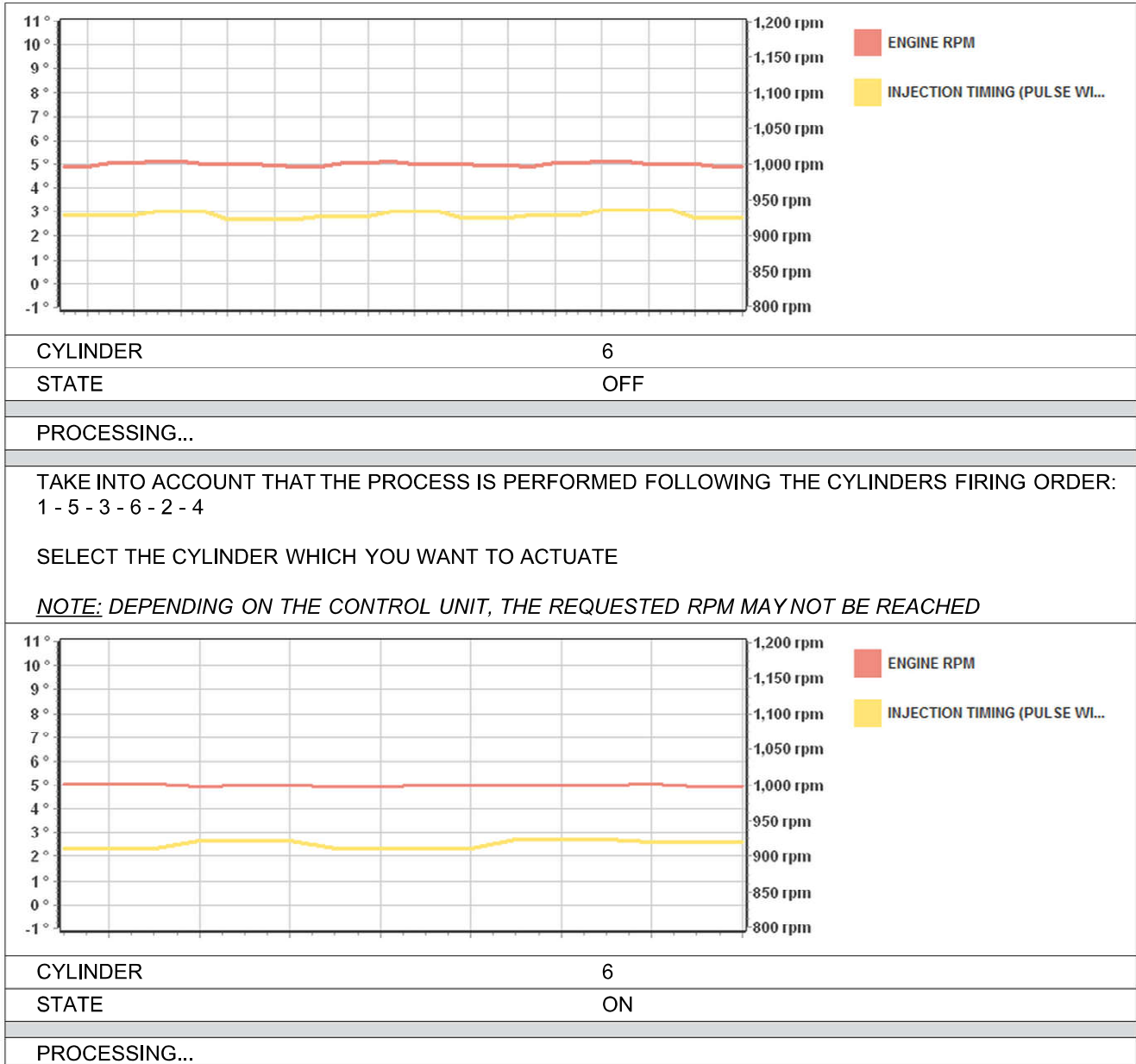*NOTE:* DEPENDING ON THE CONTROL UNIT, THE REQUESTED RPM MAY NOT BE REACHED

ENGINE RPM

INJECTION TIMING (PULSE WI...

CYLINDER	6
STATE	ON

PROCESSING...

Date: 3/4/2020   Start 12:09:14 / Close 13:05:41

Comments

Hours	Price / Hour	Net	TAX

Total	

STAMP AND SIGNATURE

Customer signature