

Date: 6/18/2020 Start 08:03:02 / Close 08:22:32

Customer's Name	Tax ID / GST

Invoice No.	Date:	Hour
	6/18/2020	08:22:32

License plate	VIN	Number or name

Total covered distance (mi)	Service hours
1250390	30950

Systems detected	Communication
MID 146, Freightliner, HVAC FCC SAE J1708, Climate Control System	J1708
MID 128, Detroit Diesel, DDEC V Series 60 (2004 - 2006), Engine Management System, Unit Injector System	J1708
MID 200, Freightliner, HVAC ACC SAE J1708, Heating, Ventilation, Air Conditioning	J1708
MID 136, Meritor Wabco, ABS D/E SAE J1708, Antilock braking system	J1708

MID 128, Detroit Diesel, DDEC V Series 60 (2004 - 2006), Engine Management System, Unit Injector System

ENGINE NUMBER: 06R0938912

MODEL: 6067HV6E

CONTROL UNIT SERIAL NUMBER: AC60163T

BRAND: DTDSC

SOFTWARE VERSION: 1476

READ FAULT CODES		
0	Coolant level. Valid data, but below normal operational range. (PID:111 FMI:1) {VERY HIGH PRIORITY}	NON-ACTIVE FAULT x2
FREEZE FRAME DATA		
BEGINNING OF THE FAULT		30950
DATE - FIRST OCCURRENCE		30/12 dd:mm
HOUR - FIRST OCCURRENCE		19:16 hh:mm
END OF THE FAULT		30950
DATE - LAST OCCURRENCE		18/6 dd:mm
HOUR - LAST OCCURRENCE		11:9 hh:mm
DURATION OF THE FAULT		1331 s
2	Coolant level. Voltage above normal or shorted high. (PID:111 FMI:3) {VERY HIGH NON-ACTIVE FAULT PRIORITY}	x2
FREEZE FRAME DATA		
BEGINNING OF THE FAULT		28761
DATE - FIRST OCCURRENCE		20/5 dd:mm
HOUR - FIRST OCCURRENCE		13:57 hh:mm
END OF THE FAULT		30950
DATE - LAST OCCURRENCE		17/6 dd:mm
HOUR - LAST OCCURRENCE		19:56 hh:mm
DURATION OF THE FAULT		736 s
4	Turbocharger outlet air temperature sensor. Special Instructions. (PID:404 FMI:14)NON-ACTIVE FAULT {VERY HIGH PRIORITY}	x3

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FREEZE FRAME DATA		
BEGINNING OF THE FAULT	29789	
DATE - FIRST OCCURRENCE	13/9 dd:mm	
HOUR - FIRST OCCURRENCE	21:26 hh:mm	
END OF THE FAULT	29899	
DATE - LAST OCCURRENCE	21/9 dd:mm	
HOUR - LAST OCCURRENCE	16:44 hh:mm	
DURATION OF THE FAULT	1255 s	
1	Variable Nozzle Turbocharger (VNT) mechanism. Incorrect or intermittent data. (SID:147 FMI:2) {HIGH PRIORITY}	NON-ACTIVE FAULT x16
FREEZE FRAME DATA		
BEGINNING OF THE FAULT	28098	
DATE - FIRST OCCURRENCE	11/1 dd:mm	
HOUR - FIRST OCCURRENCE	2:24 hh:mm	
END OF THE FAULT	30950	
DATE - LAST OCCURRENCE	18/6 dd:mm	
HOUR - LAST OCCURRENCE	11:16 hh:mm	
DURATION OF THE FAULT	178 s	
3	Variable Nozzle Turbocharger (VNT) mechanism. Defective unit or component. (SID:147 FMI:12) {HIGH PRIORITY}	NON-ACTIVE FAULT x48
FREEZE FRAME DATA		
BEGINNING OF THE FAULT	28842	
DATE - FIRST OCCURRENCE	27/5 dd:mm	
HOUR - FIRST OCCURRENCE	20:9 hh:mm	
END OF THE FAULT	30794	
DATE - LAST OCCURRENCE	17/12 dd:mm	
HOUR - LAST OCCURRENCE	17:49 hh:mm	
DURATION OF THE FAULT	386 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

SYSTEM DATA\ ECU INFORMATION

MANUFACTURER	DTDSC
ENGINE NUMBER	06R0938912
MODEL	6067HV6E
CONTROL UNIT SERIAL NUMBER	AC60163T
SOFTWARE VERSION	03.01
SHARED VERSION	114
EPA CERTIFICATION	1476

OPERATION DATA\ DATA RECORD

OPERATION DATA \ TRIP DATA	
SELECT AN OPTION:	TOTAL TRIP DATA
PROCESSING...	
THE CURRENT VALUES ARE DISPLAYED NEXT.	
TOTAL DISTANCE	1250390.6 mi
DISTANCE TRAVELED SINCE LAST REPLACEMENT OF PARTICULATE FILTER	0 mi
TOTAL TIME	30950.45 h
IDLE TIME	8659.8 h
CRUISE CONTROL TIME	8868.75 h
VSG (VARIABLE SPEED GOVERNOR) HOURS	1242.7 h
ENGINE BRAKE, OPERATION TIME	534 h
TOTAL FUEL USED	201276.875 gal
IDLE FUEL USED	6071.875 gal
VSG (VARIABLE SPEED GOVERNOR) FUEL CONSUMPTION	1186.625 gal
CRUISE CONTROL TIME (%)	39 %
% IDLE TIME	27 %
REVOLUTIONS (X1000)	2152548

MONITORING \ LIVE DATA SELECTION	
SPEED LIMITER STATE	INACTIVE
CRUISE CONTROL SPEED CONFIGURED	0 mph
FUEL CONSUMPTION	0.609 gal/h
TOTAL ENGINE REVOLUTION	2152548000 rpm
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 2	0 %
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 4, FAN	70 %
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 1	0 %
PWM OUTPUT (PULSE WIDTH MODULATED SIGNAL) 3	10 %
REGULATOR/GOVERNOR TYPE	IDLE
PULSE WIDTH	3.9 °
SMOKE CONTROL	OFF
KNOCKING CONTROL, VOLTAGE	0 V
FUEL INJECTION PUMP, REAL VALUE	0 %
MAIN INJECTION, AVERAGE	---
SPEED ADJUSTMENT	0 mph
VARIABLE SPEED GOVERNOR, VALUE (COUNTS)	0
SIGNAL OF THE ACCELERATOR PEDAL POSITION SENSOR 1 (COUNTS)	138

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VEHICLE SENSOR SUPPLY - 5V (1)	5 V
"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	ON
ENGINE, POWER REDUCTION	INACTIVE
KNOCKING CONTROL	NO
TORQUE LIMITER (AIR TEMPERATURE)	NO
SHIFT CONTROL SOLENOID VALVE	0
SHIFT CONTROL SOLENOID VALVE - STOP	475
SHIFT CONTROL SOLENOID VALVE - UNUSED	32768
ENGINE VARIABLE GEOMETRY TURBOCHARGER 1 CONTROL MODE	INVALID
CRUISE CONTROL SWITCH "RESUME / SET"	OFF
COOLANT LIQUID TEMPERATURE	130 °F
FAN SWITCH	ON
CRUISE CONTROL SWITCH "RESUME / SET +"	OFF
COOLANT FLUID LEVEL	100 %
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	OFF
ENGINE BRAKE SWITCH "MEDIUM VALUE"	OFF
ENGINE BRAKE SWITCH "LOW VALUE"	ON
CHECK ENGINE LAMP (1)	OFF
WARNING STOP ENGINE LIGHT (1)	OFF
VEHICLE POWER SHUTDOWN	ON
FAN CONTROL OVERRIDE	OFF
ENGINE BRAKE MEDIUM (1)	OFF
ENGINE BRAKE LOW (1)	ON
ECU TEMPERATURE, ENGINE MANAGEMENT SYSTEM CONTROL UNIT	80 °F
LOW DDEC VOLTAGE WARNING	OFF
WARNING LAMP FOR LOW LEVEL OF COOLANT FLUID (1)	OFF
ENGINE BRAKE, ACTIVATION	OFF

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TRANSMISSION RETARDER STATUS	OFF
CHECK ENGINE LAMP	ON
WARNING STOP ENGINE LIGHT	OFF
VEHICLE POWER SHUTDOWN	OFF
FAN CONTROL OVERRIDE	OFF
ENGINE BRAKE MEDIUM	OFF
ENGINE BRAKE LOW	OFF
LOW DDEC VOLTAGEWARNING (1)	OFF
WARNING LAMP FOR LOW LEVEL OF COOLANT FLUID	OFF
DRAIN VALVE STATE	NOT CONFIGURED
SYSTEM PRESSURE, CONFIGURATION	0 psi (lbf/in ²)
FUEL PRESSURE	40.6 psi (lbf/in ²)
ENGINE SPEED	600 rpm
ACCELERATOR PEDAL POSITION	0 %
ENGINE LOAD	17 %
WARNING LAMP STATE, PROTECTION LAMP	NOT AVAILABLE
WARNING LAMP STATE, ORANGE LAMP	OFF
WARNING LAMP STATE, RED LAMP	OFF
PARKING BRAKE SWITCH	INACTIVE
BRAKE SWITCH	NOT AVAILABLE
BRAKE PEDAL SWITCH	OFF
ENGINE TORQUE LIMITATION, FACTOR	100 %
IDLE SHUTDOWN TIMER	INACTIVE
IDLE SHUTDOWN TIMER, FUNCTION ENABLING	DISABLED (CALIBRATION)
ENGINE IDLE SHUTDOWN TIMER OVERRIDE	INACTIVE
IDLE SHUTDOWN TIMER, ENGINE SHUT SIGNAL, IDLE SPEED CONDITION	NO
IDLE SHUTDOWN TIMER, ALARM	INACTIVE
SPEED LIMIT	70 mph
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	70 mph
CRUISE CONTROL, SPEED LIMIT, MINIMUM LIMIT	20 mph

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POWER TAKE-OFF STATE, POWER TAKE-OFF MODE	INACTIVE
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	140 lb-ft
ENGINE FUEL FILTER DIFFERENTIAL PRESSURE	19.75 psi (lbf/in ²)
ENGINE OIL PRESSURE	43.5 psi (lbf/in ²)
TURBO PRESSURE	0 psi (lbf/in ²)
ENGINE TURBOCHARGER SPEED	4500 rpm
INTAKE MANIFOLD ABSOLUTE PRESSURE	13.75 psi (lbf/in ²)
ATMOSPHERIC PRESSURE	13.687 psi (lbf/in ²)
ATMOSPHERIC PRESSURE (EXTENDED RANGE)	94.2 kPa
LIMIT SPEED GOVERNOR (LSG) DROOP RPM	0 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
INSTANTANEOUS RANGE (NATURAL GAS)	0.2 m/lb
RANGE, AVERAGE FUEL CONSUMPTION	6.125 mpg
SPEED SENSOR, CALIBRATION DATA	29270 ppm (pulses per mile)
POWER TAKE-OFF, OPERATION TIME	1242.7 h
INPUT SIGNAL 1, SIGNAL STATUS	OFF
INPUT SIGNAL 2, SIGNAL STATUS	OFF
INPUT SIGNAL 3, SIGNAL STATUS	ON
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	OFF
INPUT SIGNAL 8, SIGNAL STATUS	NOT AVAILABLE
OUTPUT SIGNAL 1, SIGNAL STATUS	ON

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OUTPUT SIGNAL 2, SIGNAL STATUS	NOT AVAILABLE
OUTPUT SIGNAL 3, SIGNAL STATUS	NOT AVAILABLE
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	515 HP
BATTERY VOLTAGE	13.85 V
✓ [CORRECT]	
AMBIENT TEMPERATURE	49 °F
INTAKE AIR TEMPERATURE	84.75 °F
FUEL TEMPERATURE	84.75 °F
ENGINE OIL TEMPERATURE	143 °F
PTO (POWER TAKE-OFF) SET SPEED	600 rpm
IDLE REGULATION	600 rpm
RATED ENGINE RPM	1800 rpm
TRIP FUEL	4418.5 gal
TOTAL FUEL USED	201277 gal
TOTAL IDLE FUEL USED	6072 gal
UNIT NUMBER (POWER)	
PARTIAL DISTANCE (TRIP DATA)	951088.5 mi
TOTAL DISTANCE (TOTAL DISTANCE TRAVELED WITH THE ENGINE)	1250390.6 mi
ENGINE OPERATION HOURS	30950.65 h
TOTAL IDLE HOURS	8660 h
CLOCK	10:31:0
DATE	6/17.5/2020
EGR AND/OR VVT SYSTEM MONITORING, DIFFERENTIAL PRESSURE	0 kPa

SYSTEM CHECKS \ MANUAL CYLINDER CUT-OUT \ IDLE SPEED

INITIAL CONDITIONS:

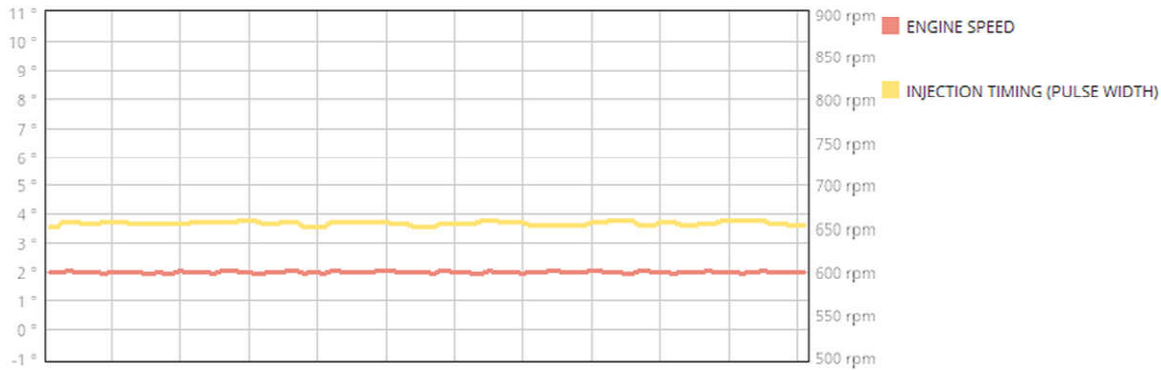
- ENGINE STARTED
- PARKING BRAKE ACTIVATED
- GEAR SHIFT IN NEUTRAL POSITION

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

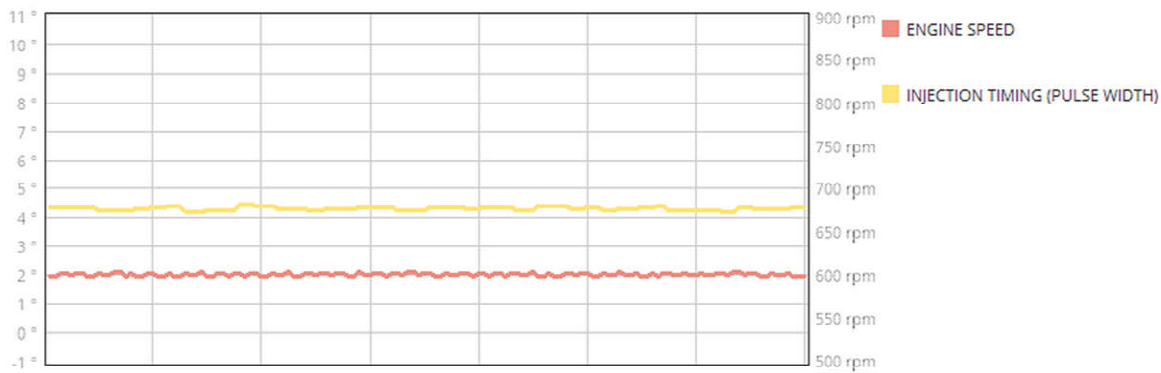


CYLINDER 1
STATE ON

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



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

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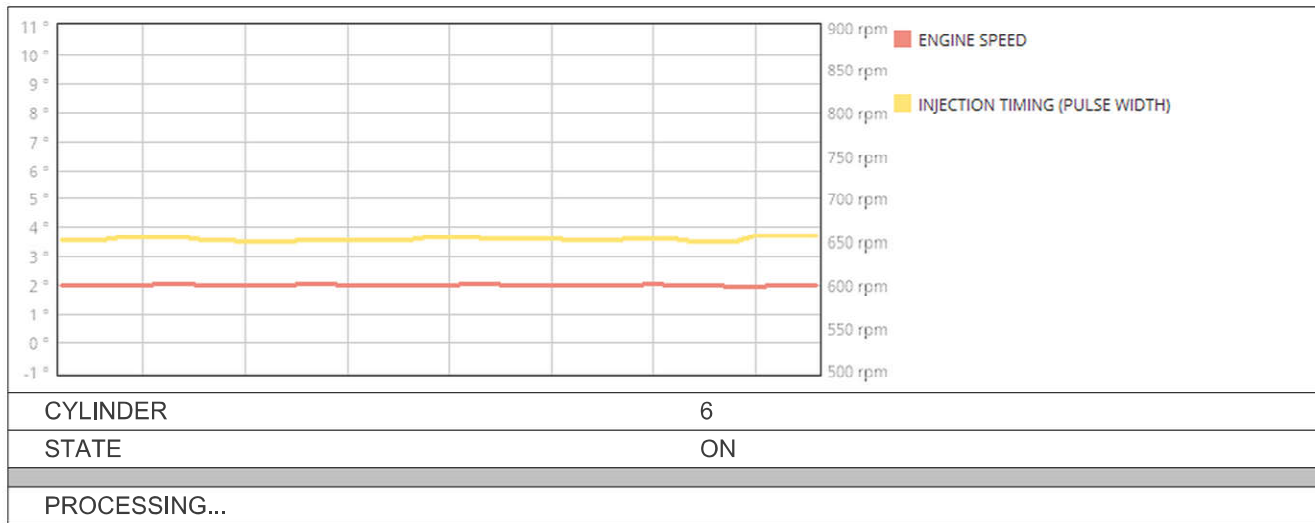
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READ FAULTCODES

ECU HAS NO FAULT CODES STORED IN MEMORY

Comments

Hours	Price / Hour	Net	TAX

Total

STAMP AND SIGNATURE

Customer signature