

MAJOR DIFFERENCE

The table below lists the major differences between the 1KD-FTV and 2KD-FTV engines.

Section	Item	1KD-FTV	2KD-FTV	2KD-FTV High Version
Engine Proper	A SIRM (Sintered Iron Reinforced Material) ring carrier is used in the top ring groove of the piston.	○	—	—
	The piston skirt has been coated with resin.	○	—	—
	An Ni-resist cast iron ring carrier is used in the top ring groove of the piston.	—	○	○
	A PVD (Physical Vapor Deposition) coating has been applied on the surface of the No. 1 compression ring.	○	○*1	○*1
	2 balance shafts are used.	○	—	—
Intake and Exhaust System	A swirl control valve is used.	○	—	—
	A variable nozzle vane type turbocharger is used.	○	—	—
	Air cooled type turbocharger is used.	—	○	○
	An inter cooler is used.	○	—	○*2
	An oxidation catalytic converter is used.	○*3	○*3	○*2
Fuel System	Fuel cooler is used.	○	—	○*2
Charging System	A segment conductor type alternator is used.	○*4	○	○*4
Starting System	Planetary reduction type with interpolar magnet is used.	○*5	—	○*5
Engine Control System	An EGR valve position sensor is used.	—	○*6	○*6
	An air flow meter is used.	○	—	—
	Swirl control system is used.	○	—	—
	Turbocharger control system is used.	○	—	—

*1: Only for emission regulation non-compliance models

*2: Only for Thai Models

*3: Only for EURO III or Tier 1 Compliance Models

*4: except Central and South American Models

*5: Only for Central and South American Models

*6: Only for Models with EGR System