■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	
				Without Intercooler	With Intercooler
Engine Proper	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.	○	—	—	○*2
	A variable nozzle vane type turbocharger is used.	○	—	—	○*3
	An air-cooled type turbocharger is used.	—	○	○	○*4
	An intercooler is used.	○	—	—	○
	An oxidation catalytic converter is used.	○*5	○*6	○*7	○
Fuel System	A recirculation type fuel heater is used.	○*8	—	—	○*8
	A fuel cooler is used.	○	—	—	○
	An 8-hole type injector is used.	○	—	—	○*3
	A 6-hole type injector is used.	—	○	○	○*4
Engine Control System	An EGR control is used.	○*6	○*6	○*6	○
	An EGR valve position sensor is used.	○*9	○*10	○*10	○
	A VSV (for EGR valve close) is used.	○*10	—	—	○*2
	An air flow meter is used.	○	○*6	○*6	○
	A swirl control system is used.	○	—	—	○*2
	A turbocharger control system is used.	○	—	—	○*11

*1: Models non-compliant with emission regulations
*2: Models compliant with EURO IV emission regulations and models with variable nozzle vane type turbocharger
*3: 4WD and SR grade of PreRunner models for Thailand and 4WD models for Europe
*4: Except 4WD and SR grade of PreRunner models for Thailand and 4WD models for Europe
*5: Models compliant with EURO II, EURO III, EURO IV and Tier 1 emission regulations, and models for high altitude country
*6: Except models non-compliant with emission regulations
*7: Models compliant with EURO III and Tier 1 emission regulations, and models for high altitude country
*8: Models for Europe
*9: Models compliant with EURO IV emission regulations
*10: Models with EGR control
*11: Models with variable nozzle vane type turbocharger

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