



No.: 13 TS-25
September 6, 2013

TO: Service Locations
FROM: Technical Service
SUBJECT: **Issues with PTO and Remote Throttle Combinations**

ISSUE

An issue has been discovered with PTO setup on GHG14 engines using either of the following hardwired Digital Input (DI) configurations:

1. DI 2-8, Remote accelerator, DI 2-9 remote VSG (PTO)
2. DI 1-2, Park Brake Interlock, DI 2-8 Remote Accelerator or DI 2-9 remote VSG (PTO)

GHG14 may be identified by model numbers listed in the table below

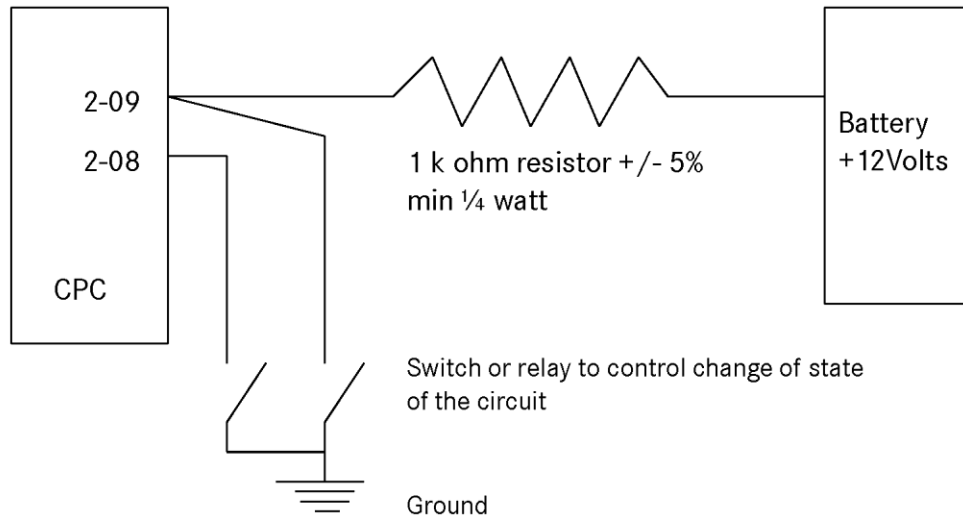
ENGINE MODEL	DISPLACEMENT	APPLICATION
472906	14.8 L	ASSYMETRIC TURBO (AT)
472909	14.8 L	TURBOCOMPOUND (TC)
471927	12.8 L	FUEL ECON PACKAGE 0 (FE0)
471928	12.8 L	FUEL ECON PACKAGE 1 (FE1)
471933	12.8 L	FIRETRUCK
471934	12.8 L	COACH
471935	12.8 L	OFF-HIGHWAY
473908	15.6 L	TURBOCOMPOUND (TC)

CAUSE

The CPC does not recognize the change of state of the digital inputs when used in hardwired configurations. Trucks with multiplex switches will not encounter this issue.

REQUIRED ACTION

1. Be sure the parameters are set correctly according to the GHG14 DDEC13 Electronic Controls AI Manual [DDC-SVC-MAN-0127](#).
2. Be sure the wiring is correct. The inputs must be switched with a relay or switch. Hardwire of the inputs direct to ground will not function because the CPC does not see a change of state.
3. Installation of an external signal pull up resistor is required. The external resistor should be 1000 ohm, +/-5%, minimum 1/4 watt. The resistor should be connected from CPC connector 2 pin 9 to Battery positive as shown in the sketch below.



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CONTACT INFORMATION

Please contact the Detroit Diesel Customer Support Center at 800-445-1980 or email csc@daimler.com if you have any questions.