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Document ID: IK1200392

Availability: ISIS, FleetSIS

Revision: 2

Major System: PROGRAMMING SUPPORT

Created: 7/28/2009

Current Language: English

Last Modified: 7/16/2015

Other Languages: [Français](#), [Español](#).

Author: Joe Christopher

Viewed: 2248

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Coding Information

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Title: Split Shaft PTO Interfering with Programming through NETS

Applies To: All Models

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

07/16/2015 - Formatted Article and added Change Log

DESCRIPTION

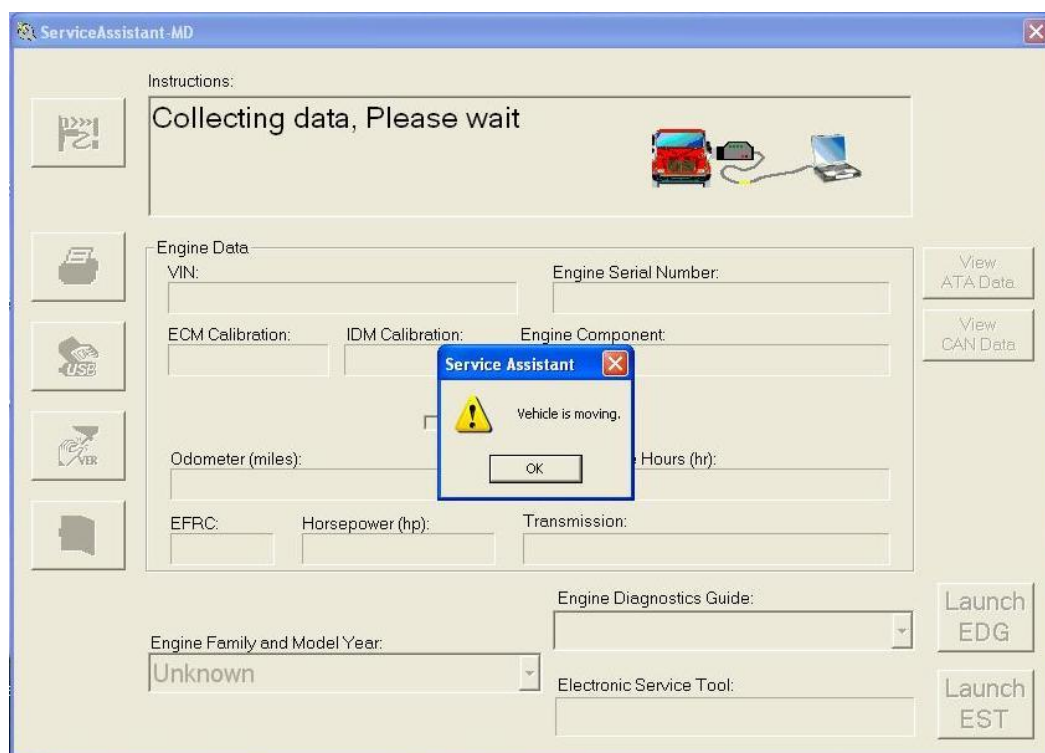
Some Split Shaft enabled PTO vehicles may have voltage going to the Transfer Case pin on the ECM or Body Builder Connector at all times with key on. This will interfere with the ability to do a "Get" in NETS when you have the ABS fuse pulled or are using the International Programming Harness.

SYMPTOMS

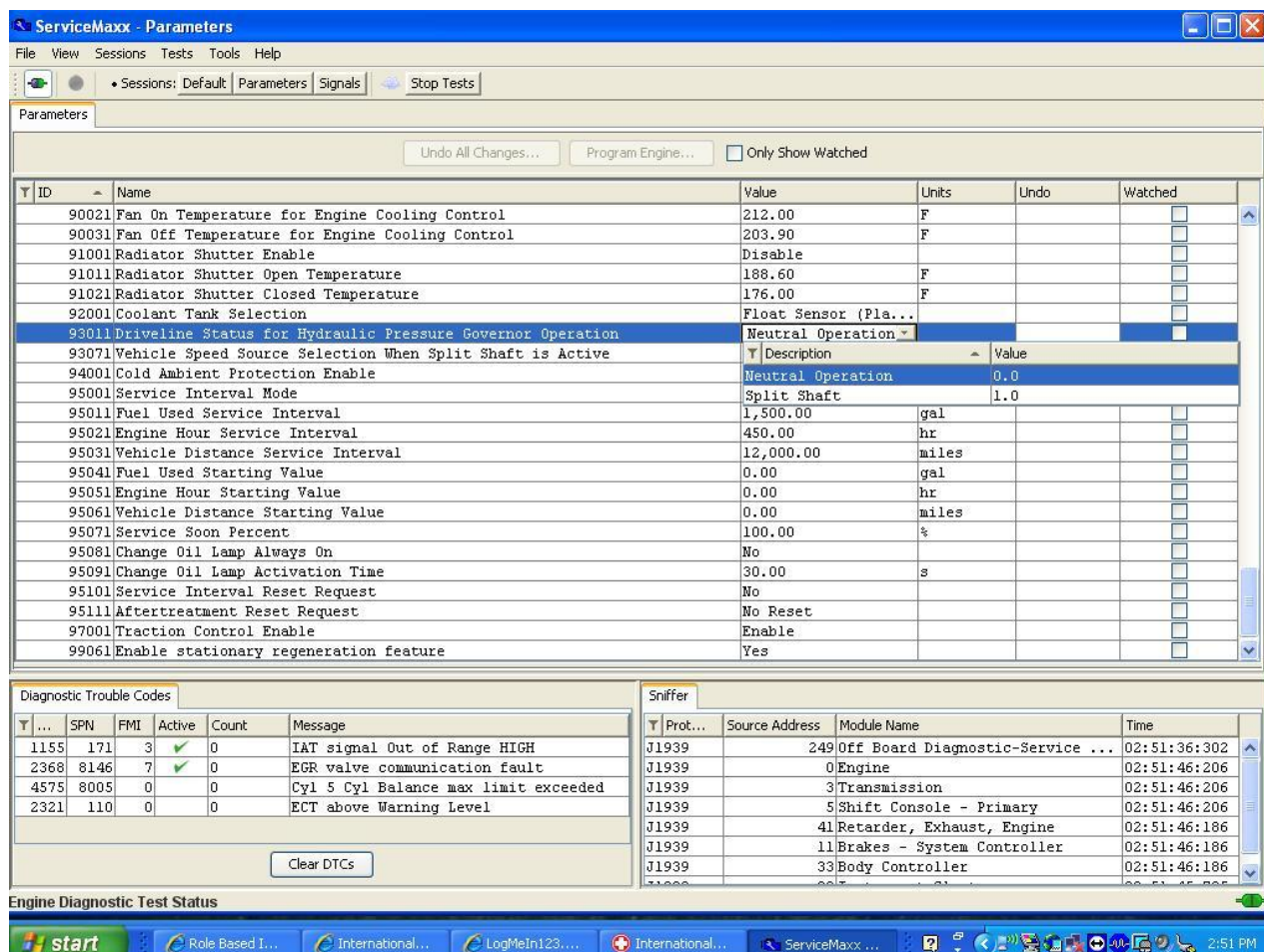
- Symptoms include not being able to perform a "Get" in NETS.
- When you open SAINT or Master Diagnostics you get a text box that says "Vehicle is moving".

TROUBLESHOOTING & RESOLUTION

If you are trying to program an International engine through NETS and can't perform the Get and this vehicle is equipped with a transfer case driven PTO that needs Split Shaft parameter enabled in ECM the first thing you should do is open MD or SAINT and see if you get the following message.



If so, then the easiest way to program around this is to use ServiceMaxx to temporarily program Parameter 93011 "Driveline Status for Hydraulic Pressure Governor Operation" in the ECM to "Neutral Operation".



Once you have done this and programmed the ECM through NETS it is critical to remember to program the ECM back to Split Shaft or the PTO will not function correctly.

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U00JFG2		You received the following feedback From: u00jfg2 - John Gislason Email Address: SMTP:{John.Gislason@Navistar.com}John.Gislason@Navistar.com Feedback: "MD" and "SAINT" are not supported engine software suites.	7/29/2015 6:31:50 PM

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