



No.: 16 TS-15
August 8, 2016

TO: Service Locations

FROM: Service Operations

SUBJECT: **EPA07 and Later Power Take-Off (PTO) Dosing Feature**

Note: This letter supersedes 11TS15.

ISSUE

PTO Dosing is a feature that enables Active Regeneration of the Diesel Particulate Filter(s) while in PTO mode. This can reduce the chance of hydrocarbon buildup and DPF zone faults in vehicles that spend a large amount of time in PTO mode. For example, engines in fire truck applications naturally spend a lot of time in PTO mode and therefore come standard with PTO Dosing enabled.

PTO Dosing is available for all engines EPA07 and later:

- For EPA07 vehicles - this feature resides in the MCM via specific application codes.
- For EPA10 and later vehicles - this feature resides in the ACM via specific application codes.
- This is not an editable option via DiagnosticLink®.

GENERAL

Requirements for Active Regeneration during PTO Dosing are listed below and are not a guarantee that successful Active Regeneration will occur.

- PTO Dosing is enabled in the MCM (EPA07) or ACM (EPA10 and later).
- Minimum PTO engine speed of 1000 rpm using either the Cruise Control switches or a dedicated PTO switch.
- Minimum engine load of approximately 20-25%.
- Minimum sustained DOC Inlet Temperature of 280°C (536°F).
- Ambient conditions such as extreme heat or cold will have an effect on exhaust temperatures and can affect regeneration capabilities in this mode.

ENABLING THE PTO DOSING FEATURE

The application code is programmed at the time of new vehicle order. Vehicles already delivered may have the PTO Dosing feature enabled by contacting the Detroit™ Customer Support Center at 800-445-1980 or by e-mail at csc@daimler.com to have the application code changed and then the applicable module will need to be reprogrammed.

For new GHG17 vehicle orders, the dealer should order data book code 79V-001 to enable PTO Dosing as a factory installed option.

Before requesting an application code change, it is recommended that the repair shop review a log file and DDEC Reports of a normal customer duty cycle to ensure PTO Dosing will fulfill the customer's needs. Also note that successful Active Regeneration while PTO Dosing is enabled will result in higher exhaust temperatures. Make certain the exhaust outlets are directed away from structures, trees, vegetation, flammable materials, and anything else that may be damaged or injured by prolonged exposure to high heat. This could be during any PTO event, including

driving PTO applications, as PTO Dosing runs off triggers and has no input from the driver under normal operating conditions.

ADDITIONAL INFORMATION

Regarding DPF ash accumulators, EPA07 vehicles calculate DPF ash levels only by miles, not engine hours. Therefore, large amounts of PTO use with PTO Dosing enabled will eventually generate DPF pressure codes well before the normal full ash level distance (for example, 300,000 miles on an EPA07 DD15) and resulting fault code SPN 3720/FMI 15 – DPF Ash Clean Request.

EPA10 and later vehicles calculate DPF ash levels based on the actual vehicle duty cycle, and will therefore correctly calculate the time when to activate fault code SPN 3720/FMI 15 – DPF Ash Clean Request.

Reference the appropriate *DDEC Electronic Controls Application and Installation Manual in PSL* for full details on PTO Dosing and PTO Mode operation.

CLAIM PROCESS

Normal in-warranty procedures apply. Activation of PTO Dosing through reprogramming on vehicles already delivered is NOT a warrantable failure.

CONTACT INFORMATION

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