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Service Information Bulletin

SUBJECT	DATE
PTO Dosing	April 2019

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0190	DD Heavy Duty	PTO Dosing	Removed two sections of the Workshop manuals as these are found elsewhere. Added new section "PTO Dosing."
DDC-SVC-MAN-0194	DD Medium Duty		
DDC-SVC-MAN-0201			
DDC-SVC-MAN-0198			
DDC-SVC-MAN-0083	DD Heavy Duty	EPA07 PTO Dosing	New section "PTO Dosing."
		EPA10/GHG14 PTO Dosing	

13400 Outer Drive, West, Detroit, Michigan 48239-4001
Telephone: 313-592-5000
www.demanddetroit.com

2 PTO Dosing

Description and Operation of PTO Dosing

PTO Dosing is a feature that enables Active Regeneration of the DPFs 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. Fast idle operation of the engine to provide heat or cooling of the chassis typically does not generate sufficient load to support PTO dosing.

Requirements for PTO Dosing

Active Regeneration in PTO mode can initiate if the following conditions are met:

- PTO Dosing is enabled in the ACM.
- Minimum PTO engine speed of 1000 rpm using either the Cruise Control switches or a dedicated PTO switch.
- Minimum engine load of approximately 20 to 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 using DiagnosticLink ® Professional 8.09 or higher.

The enabling parameter in the ACM is:

PGR005_DPF -> PTO DPF Dosing Enable; 1= Enabled or 0= Disabled

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

Before making the parameter 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. For more information Refer to section "Throttle Control/Governors", scroll down to the PTO Dosing Feature section.

NOTE: 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.

3 EPA07 PTO Dosing

Description and Operation of PTO Dosing

PTO Dosing is a feature that enables Active Regeneration of the DPFs 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. Fast idle operation of the engine to provide heat or cooling of the chassis typically does not generate sufficient load to support PTO dosing.

Requirements for PTO Dosing

Active Regeneration in PTO mode can initiate if the following conditions are met:

- PTO Dosing is enabled in the MCM.
- 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 using DiagnosticLink ® Professional 8.09 or higher.

The enabling parameter in the MCM is:

PGR007_DPF -> PTO DPF Dosing Enable; 1= Enabled or 0= Disabled

Before making the parameter 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. For more information Refer to section "Throttle Control / Governors", scroll down to the PTO Dosing Feature section.

NOTE: 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.

4 EPA10/GHG14 PTO Dosing

Description and Operation of PTO Dosing

PTO Dosing is a feature that enables Active Regeneration of the DPFs 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. Fast idle operation of the engine to provide heat or cooling of the chassis typically does not generate sufficient load to support PTO dosing.

Requirements for PTO Dosing

Active Regeneration in PTO mode can initiate if the following conditions are met:

- PTO Dosing is enabled in the ACM.
- 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 using DiagnosticLink ® Professional 8.09 or higher.

The enabling parameter in the ACM is:

PGR005_DPF -> PTO DPF Dosing Enable; 1= Enabled or 0= Disabled

Before making the parameter 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. For more information reference the appropriate DDEC Electronic Controls A&I Manual; Refer to section "Throttle Control/Governors", or Refer to section "Throttle Control/Governors" and scroll down to the PTO Dosing Feature section.

NOTE: 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.