

western star PTO



[Leonard Thole](#) 15 posts since Nov 10, 2014

western star PTO Feb 2, 2021 3:47 PM

i have a newer Western Star, 2020, MT7082 with a DT12 trans. factory PTO wiring. can anyone tell me what parameters need to be change to change it from stationary to rolling or drive mode?



[Scott Trippel](#) 4,094 posts since Dec 13, 2014

Re: western star PTO Feb 2, 2021 4:33 PM

In the attachment I have attached the DT12 parameter guide that will help you

- [DT12 Parameter Reference Guide.pdf](#) 425.1 KB Preview



[Leonard Thole](#) 15 posts since Nov 10, 2014

Re: western star PTO Feb 3, 2021 12:53 PM

good information, but I don't see any information on PTO parameters in this document or I'm I missing something here.



[Jesse Gutierrez](#) 496 posts since Mar 5, 2017

Re: western star PTO Feb 3, 2021 4:37 PM

sounds like your working on a set up for a roll off or dump truck? I couldn't figure out how to attach a pdf but check your e-mail I send over a body builder pto parameter guide, but you have still have to get CSC involved if your having issues



[Pat Moran](#) 111 posts since Nov 30, 2015

Re: western star PTO Feb 3, 2021 4:41 PM

DT12 rear PTO is a stationary only PTO. If you put the transmission in gear, the PTO drops out. I believe you can program the parameters so the PTO will remain engaged with the park brake released, but still in neutral gear so it can be used for a walking floor application where the load pushes the truck forward.

Great information available on DTNA Connect/ body builder guides/ PTO corner. All the diagrams and parameters are shown there. Plan some time to investigate this one because it can be complex



[Jesse Gutierrez](#) 496 posts since Mar 5, 2017

Re: western star PTO Feb 3, 2021 4:46 PM

western star PTO

Yes it is , and the new 49x will be the first truck with a DT-12 that will allow creep/ paving modes etc for customers who need low speed driving applications etc , from what I have seen recently.. hopefully that transfers over into all other truck models as well.



[Pat Moran](#) 111 posts since Nov 30, 2015

Re: western star PTO Feb 3, 2021 5:02 PM

The new vocational model of the DT12 will offer more of those options with the side mount PTO. On highway models with the rear PTO will not offer as much flexibility.

Attached a document with the new PTO information

- [Chelsea+Overview.pdf](#) 1.1 MB Preview



[Scott Trippel](#) 4,094 posts since Dec 13, 2014

Re: western star PTO Feb 3, 2021 11:56 PM

Oh look at that from the DT12 A and I manual, seems odd than no mobile operation would be allowed?

7.7 Stationary Power Take-off (PTO)

Beginning with CPC4 R36 level software, a countershaft driven PTO can be installed on the Detroit™ DT12 Transmission.

This PTO is for stationary use only. Refer to DDC-SVC_MAN-0127 for further information.



[Jesse Gutierrez](#) 496 posts since Mar 5, 2017

Re: western star PTO Feb 4, 2021 3:56 AM

Correct the only one I know of that will allow mobile pto function will be the western star 49x with side 8 bolt pto , I'm not really sure the application the tech wants to pto for ? Just trying to dig for information



[Leonard Thole](#) 15 posts since Nov 10, 2014

Re: western star PTO Feb 4, 2021 1:14 PM

customer is using the truck for asphalt paving, so need rolling for sure, but would like driving mode also to help the paving machine move the truck on hilly terrain.



[Leonard Thole](#) 15 posts since Nov 10, 2014

Re: western star PTO Feb 4, 2021 1:19 PM

set up and programming for a Western Star with a CPC4 is way different than a Cascadia with a CPC3 and single SAM. that programming guide out on the PTO corner really doesn't address a Western Star application.

western star PTO



[Anthony Nigro](#) 2 posts since Jul 28, 2020

Re: western star PTO Feb 4, 2021 4:18 PM

This is possible but frowned upon by Detroit due to durability concerns.

You will need to work with your Detroit TSR (Technical sales rep) and District Service Manager; your Sales Manager should be able to get you in contact with the TSR if you don't have their info



[Scott Trippel](#) 4,094 posts since Dec 13, 2014

Re: western star PTO Feb 5, 2021 2:26 PM

I think this is doable, See letter 14 OEM-03 for setting split shaft PTO parameters. This will ignore VSS in PTO mode and you may need to interrupt the park brake signal.



[Leonard Thole](#) 15 posts since Nov 10, 2014

Re: western star PTO Feb 5, 2021 2:44 PM

Scott, is 14 OEM-03 the right number. I've looked at it, but it talks about new CPC revision. I don't see anything about PTO on it.



[Scott Trippel](#) 4,094 posts since Dec 13, 2014

Re: western star PTO Feb 6, 2021 9:01 PM

14 OEM-03 talks about how to disable the VSS signal when running a split shaft PTO. Not sure if you have done this but we have PTO's that are like a Transfer case but they disconnect the driveline to the drive axles while in PTO mode. Then power from the transmission output shaft will power a large blower or pump via the driveline. So the transmission is typically in direct drive running at a higher RPM 1300 to 1700 rpm or so. When doing this the vehicle is not moving and will count mileage and speed. We do not want this.

For your application because it is a DT12 and does not like a VSS signal it may disconnect the PTO if it sees a VSS signal. I am thinking setting the split shaft parameters may help. Needs to be CPC R33 or higher.

I also think if the CPC sees the park brake released you may need to change a parameter or fool the signal