PACCAR MX Programming Guide

2018



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1.0 Introduction

The purpose of this guide is to help dealers assist customers in making informed decisions regarding the programming of their 2018 model year engine in vehicles not equipped with the PACCAR VECU.

2.0 References

PACCAR Engine Pro (PEP) is a North American software application used for making changes or adjusting engine parameters.

3.0 How to Read This Document

The programming guide is divided into several sections; each section represents a programmable feature offered with the engine. The sections are divided into subsections to organize the details of each feature: Overview, Standard Feature, Feature Options, Orderable Feature & Options, Programmable Parameters, Nonprogrammable Parameters, ON/OFF Requirements, Activate/Deactivate Requirements, and Additional Information.

Overview

The feature is summarized focusing on the customer benefits, options, and functionality.

Standard Feature

This subsection provides details of the stock or standard feature available with the engine.

Feature Options

This subsection provides details of the optional features available with the engine.

Orderable Feature Options & Sales Codes

Features and options that require action during the ordering or the aftermarket parameter setting change processes are detailed in a reference table. The table is divided into three columns: Feature and Peterbilt/Kenworth Sales Codes. The "Feature" column identifies the feature. The "Sales Code" columns provide the division-specific sales code used to identify a feature option during the ordering process.

Feature		Peterbilt
Feature Name	Kenworth Sales Code	Peterbilt Sales Code



Programmable Parameters

Some features have individual parameters that are customizable; the details of these programmable parameters are given in a reference table. The reference table is divided into three columns: "Parameter Name," "Number," and

"Min/Max/Default/Unit". The "Number" column references a code number to identify the parameter during the ordering or the aftermarket parameter setting change processes. The "Min/Max/Default/Unit" column defines the minimum and maximum values of the parameter setting. If the parameter is not altered during specification of the vehicle, the default setting is delivered from the factory. The units associated with a parameter are labeled after the value of the parameter.

N-Code	Page Number	Min	Default	Max	Units
Parameter Name		Minimum	Default	Maximum	Units

* Explanatory notes or potential programming conflicts/requirements

Nonprogrammable Parameters

Unchangeable parameters, also known as nonprogrammable parameters, are used to assist in the explanation of a feature. A reference table is provided which is divided into two columns: "Parameter Name" and "Default/Unit". The "Parameter Name" column identifies the parameter. The "Default/Unit" column defines the default or standard value and unit associated with it.

Parameter Name	Default/Units
Parameter Name	DEFAULT = Value (Unit)

ON/OFF Requirements

To define when a feature is enabled/ON or disabled/OFF, a reference table is used to detail the required conditions. The table is divided into two columns: ON and OFF. In each column, there is a list of conditions that must be met for the feature to be ON or OFF. In addition, both columns include a stipulation of "All" or "Any" in parentheses. "All" indicates that every condition listed in the column is required to turn the feature ON or OFF. "Any" indicates that only one of the conditions listed in the column is required to the column is required to turn the feature ON or OFF.

ON (All/Any)	OFF (All/Any)
Setting	Setting



4.0 Engine Ratings

Overview

The engine rating states the peak power and torque of the engine. The engine is available with several power ratings, allowing the engine to provide the correct amount of power to complete the job while limiting the torque within driveline component limitations. Increasing the power rating may put main driveline components at risk for premature wear or damage.

Two MX-13 ratings and one MX-11 rating are available with Multi-Torque; these ratings are identified by the **MT** in the option name. Multi-Torque engine ratings provide an increased maximum torque output in the top two gears of rated transmissions. The increased torque delivery from Multi-Torque is represented in Graph 4.2 and Graph 4.4 as dashed lines.

Two refuse engine configurations are available for the MX-11, which provide specific turbocharger and engine brake control strategies to allow for quieter operation.

MX-13 Standard Feature

Maximum Horsepower	Maximum Torque		
405 HP @ 1,600 RPM	1,450 lbf-ft @ 900 RPM		

MX-13 Feature Options

Maximum Horsepower		Maximum Torque		
	405 HP @ 1,600 RPM	1,450 lbf-ft @ 900 RPM		
МТ	430 HP @ 1,600 RPM	1,450 - 1,650 lbf-ft @ 900 RPM		
	430 HP @ 1,600 RPM	1,550 lbf-ft @ 900 RPM		
МТ	455 HP @ 1,600 RPM	1,550 / 1,750 lbf-ft @ 900 RPM		
	455 HP @ 1,600 RPM	1,650 lbf-ft @ 900 RPM		
	485 HP @ 1,600 RPM	1,650 lbf-ft @ 1,000 RPM		
	510 HP @ 1,600 RPM	1,850 lbf-ft @ 1,000 RPM		

Note: Due to differences in engine hardware on the MX-13, re-rating engine horsepower cannot be performed between engines with ratings of 455 HP or less and engines of 485 HP or more.

MX-11 Standard Feature

Maximum Horsepower	Maximum Torque
385 HP @ 1600 RPM	1,450 lbf-ft @ 1000 RPM

MX-11 Feature Options

Maximum Horsepower	Maximum Torque		
335 HP @ 1,600 RPM	1,150 lbf-ft @ 900 RPM		
355 HP @ 1,600 RPM	1,250 lbf-ft @ 900 RPM		
REFUSE 355 HP @ 1,600 RPM	1,250 lbf-ft @ 900 RPM		
375 HP @ 1,600 RPM	1,350 lbf-ft @ 900 RPM		
400 HP @ 1,600 RPM	1,450 lbf-ft @ 900 RPM		
REFUSE 400 HP @ 1,600 RPM	1,450 lbf-ft @ 900 RPM		
415 HP @ 1,600 RPM	1,550 lbf-ft @ 900 RPM		
MT 430 HP @ 1,600 RPM	1,450 - 1,650 lbf-ft @ 900 RPM		
430 HP @ 1,600 RPM	1,650 lbf-ft @ 900 RPM		

MX-13 Orderable Options & Sales Codes

Feature		Peterbilt
405 HP / 1,450 lbf-ft	0700607	2072717
MT 430 HP / 1,450-1,650 lbf-ft	0700633	2072718
430 HP / 1,550 lbf-ft	0700632	2072719
MT 455 HP / 1,550-1,750 lbf-ft	0700657	2072822
455 HP / 1,650 lbf-ft	0700656	2072820
485 HP / 1,650 lbf-ft	0700686	2072823
510 HP / 1,850 lbf-ft	0700701	2072824

MX-11 Orderable Options & Sales Codes

Feature		Peterbilt
355 HP / 1,150 lbf-ft	0700191	2072404
355 HP / 1,250 lbf-ft	0700192	2072504
REFUSE 355 HP / 1,250 lbf-ft	0700198	2072503
375 HP / 1,350 lbf-ft	0700193	2072607
400 HP / 1,450 lbf-ft	0700194	2072610
REFUSE 400 HP / 1,450 lbf-ft	0700199	2072608
415 HP / 1,550 lbf-ft	0700195	2072720
MT 430 HP / 1,450 - 1,650 lbf-ft	0700196	2072722
430 HP / 1,650 lbf-ft	0700197	2072723



Additional Information

Graph 4.1 and Graph 4.2 show power and torque curves of the MX-13 engine.













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Graph 4.3 and Graph 4.4 show power and torque curves of the MX-11 engine.







Graph 4.4 - MX-11 Power and Torque Curves for Multi-Torque Ratings



5.0 General Settings

Overview

Basic engine parameters

Standard Feature

- High Exhaust System Temperature (HEST) Warning
- Fuel Density

The High Exhaust System Temperature (HEST) warning indicator allows the engine to inform the driver when the exhaust temperature exceeds *HEST Warning Temperature Activation Limit* and the vehicle speed is less than *Minimum Speed for High Exhaust Temp Warning* (<u>N065</u>). The warning indicator will turn off once the exhaust temperature falls below the *HEST Warning Temperature Deactivation Limit*.

Fuel Density (<u>N051</u>) allows the customer to reprogram the engine controller with a fuel density that more precisely represents the local fuel variation used in their vehicles, which will improve the accuracy of the controller's calculated fuel economy.

Programmable Parameters

HEST Warning

N065	Page <u>12</u>	Min	Default	Max	Units
Minimum Speed for High Exhaust Temp Warning		5	5	50	MPH

Fuel Density

N051	Page <u>12</u>	Min	Default	Max	Units
Fuel Density		780	855	950	g/L



Nonprogrammable Parameters

HEST Warning

Parameter Name	Default/Units	
HEST Warning Temperature Activation Limit	DEFAULT = 842 °(F)	
HEST Warning Temperature Deactivation Limit	DEFAULT = 833 °(F)	

Activate/Deactivate Requirements

HEST Warning

ON (All)	OFF (Any)		
Exhaust Temperature > HEST Warning	Exhaust Temperature < HEST Warning		
Temperature Activation Limit	Temperature Deactivation Limit		
Vehicle speed < HEST Warning Minimum	Vehicle speed > HEST Warning		
Vehicle Speed	Maximum Vehicle Speed		

Additional information

HEST Warning on the Driver Display

Figure 5.1 shows an example of the indicator on the driver display when the HEST warning is ON.



Figure 5.1 – HEST Warning Light

6.0 Idle Settings

Engine Idle Speed

Overview

Engine Idle Speed (<u>N052</u>) defines the minimum engine operating speed. The engine idle speed is defaulted to 650 RPM from the factory, and is adjustable to a maximum speed of 700 RPM.

Programmable Parameters

N052	Page <u>14</u>	Min	Default	Max	Units
Engine Idle Speed	b	650	650	700	RPM

Engine Idle Shutdown Timer (EIST)

Overview

The engine Idle Shutdown Timer (EIST) is a valuable tool fleet owners may use to impose limits on engine idling time to improve overall fuel economy. The EIST has several customizable options to meet the needs of any application. EIST may be overruled by fuel temperature or engine coolant and oil temperature for uninterrupted engine warm-up intervals and allows for separate timer intervals dependent on the engagement of the parking brake. EIST may also be configured with an independent timer or disabled completely while the engine is in Power Take-Off (PTO) mode.

Standard Feature

- EIST
- EIST Low Battery Voltage Overrule

EIST initiates when engine speed is at idle, the vehicle is stationary, and the accelerator pedal is motionless or not depressed. Within the standard feature, there are many programmable parameters:

- Timer Durations and Enablement Conditions
- Coolant, Oil, and Fuel Temperature Overrule
- Programmable resets

Idle Time w/ Parking Brake Set (<u>N187</u>) specifies the timer duration until the engine shuts down while the parking brake is engaged, while *Idle Time w/ Parking Brake Released* (<u>N188</u>) specifies the timer duration until the engine shuts down while the parking brake is disengaged. Once the timer has expired, a warning message in the truck's driver display will indicate that shutdown is imminent. *Idle Timer Shutdown Warning Duration* (<u>N194</u>) determines the duration of the idle shutdown timer warning before the engine is shut down. *Allow Idle Timer Reset During Warning* (<u>N178</u>) specifies if the driver will be able to reset the idle timer by performing one of the

programmable reset conditions during the idle shutdown warning period. Otherwise, the driver may reset the idle timer at any time by performing one of the programmable reset conditions.

Temperature Overrules are available to allow the engine to idle while coolant, oil and fuel temperatures are below calibrated settings.

Programmable Resets are signals from equipment on the vehicle that the driver actuates. The resets can be turned ON or OFF. If the reset is ON when the equipment is actuated, the EIST counter will restart. Programmable resets may only occur once the driver has received notification of an impending shutdown on the driver display. For example, when the EIST is set to 5 minutes with the accelerator pedal reset ON and the vehicle idling for 4 minutes, a message of an impending shutdown will appear on the driver display and an actuation of the accelerator pedal will reset the timer and delay the engine's shutdown for another 5 minutes (total idle time is 9 minutes). The following is a list of programmable reset conditions:

- Enable Idle Timer Accelerator Pedal Reset (<u>N197</u>)
- Enable Idle Timer Service Brake Reset (<u>N198</u>)
- Enable Idle Timer Clutch Pedal Reset (<u>N199</u>)
- Enable Idle Timer Reset from Park Brake (<u>N179</u>)
- Enable Idle Timer Reset from Engine Load (<u>N190</u>)

Feature Options

- Ambient Air Temperature Override
- Engine Load Override
- Engine Idle Shutdown Timer in PTO Mode

Ambient Air Temperature Override allows the engine to maintain operation without shutdown when the temperature is above *Idle Timer High Ambient Temp Threshold* (<u>N184</u>) or below *Idle Timer Low Ambient Temp Threshold* (<u>N185</u>). The idle shutdown timer will also be disabled when the coolant temperature is below *Idle Timer Low Coolant Temperature Override Threshold* (<u>N182</u>).

EIST Engine Load Override allows the engine to maintain operation without shutdown when the engine load is above Idle Timer Engine Load Threshold (<u>N183</u>). Enable Idle Timer Override from Engine Load (<u>N191</u>) is only available when Enable Idle Timer Reset from Engine Load (<u>N190</u>) is turned OFF. This feature is not available with EIST in PTO Mode.

EIST may be configured to operate while the engine is in PTO Mode, and the timer duration may be set with *Idle Time in PTO Mode* (<u>N186</u>). The same conditions must be met for the EIST to shutdown the engine.

If preferred EIST settings are selected during the ordering process, the customer will be unable to make changes to EIST timer durations or overrides until the vehicle has exceeded *Idle Timer Expiration Distance* (N193).

Orderable Feature Options & Sales Codes

Feature		Peterbilt
Enable Engine Idle Shutdown Timer	1000857	2091305
Disable Engine Idle Shutdown Timer	1000858	2091310
Enable Idle Shutdown Timer in PTO Mode	1000860	2091320
Enable Idle Timer Ambient Temperature Overrule	1000859	2091315
Enable Idle Timer Battery Voltage Overrule	8178354	7331000

Programmable Parameters

EIST

N178	Page <u>14</u>	Min	Default	Max	Units
Allow Idle Timer Reset During Warning		OFF (0)	ON (1)	ON (1)	ON/OFF
N187	Page <u>14</u>	Min	Default	Max	Units
Idle Time w/ Parking Brake Set		1	5	1092	MIN
N188	Page <u>14</u>	Min	Default	Max	Units
Idle Time w/ Parking Brake Released		1	5	1092	MIN
N193	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Expiration Distance		0	500,000	1,259,000	MILES
N194	Page <u>14</u>	Min	Default	Max	Units
Idle Timer Shutdown Warning Duration		30	60	255	SEC

EIST Resets and Overrides

N179	Page <u>16</u>	Min	Default	Max	Units
Enable Idle Timer Brake	Reset from Park	OFF (0)	ON (1)	ON (1)	ON/OFF

N182	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Low Coolant Temperature Override Threshold		2	30	260	°F
N183	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Engine	Load Threshold	0	35	100	%
N184	Page <u>15</u>	Min	Default	Max	Units
Idle Timer High A Threshold	mbient Temp	-40	80	490	°F
N185	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Low Ar Threshold	nbient Temp	-40	39	490	°F
N190	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset from Engine Load		OFF (0)	ON (1)	ON (1)	ON/OFF
* Requires Enable Idle Timer Override from Engine Load (N191) to be disabled					sabled
N191	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Override from Engine Load		OFF (0)	ON (1)	ON (1)	ON/OFF
* Requires <i>Enable</i> * Not Available in	e Idle Timer Reset fro PTO Mode	om Engine i	Load (N190,) to be disal	bled
N197	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset	Accelerator Pedal	OFF (0)	ON (1)	ON (1)	ON/OFF
N198	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset	Service Brake	OFF (0)	ON (1)	ON (1)	ON/OFF
N199	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset	Clutch Pedal	OFF (0)	ON (1)	ON (1)	ON/OFF



EIST with PTO Mode

N186	Page <u>15</u>	Min	Default	Max	Units
Idle Time in PTO	Mode	1	5	1092	MIN

Non-Programmable Parameters

Parameter Name	Number	Min/Max/Default/Units
EIST Low Oil Temperature Overrule Limit	N195	DEFAULT = 30 °(F)
EIST Low Fuel Temperature Overrule Limit	N196	DEFAULT = 23 °(F)

Note Regarding Preferred Settings

If the customer accepts the preferred EIST settings within Prospector, they will be unable to make changes to the following parameters until they exceed the expiration distance specified on the order:

- Timer Setting Non-PTO Mode With Park Brake Set
- Timer Setting PTO Mode w/o Park Brake Set
- Expiration Distance
- Reset EIST Timer Based on Engine Load
- Low Ambient Temperature Overrule
- High Ambient Temperature Overrule
- Overrule EIST Timer Based on Engine Load No Shutdown

ON/OFF Requirements

EIST

ON	OFF
EIST Enabled	EIST Disabled
Vehicle Speed = 0 MPH	Vehicle Speed > 0 MPH

Outside Ambient Air Temperature Override

ON	OFF
Enable Ambient Overrule Temperature = Yes	Enable Ambient Overrule Temperature = No



EIST with PTO Mode

ON	OFF
Allow EIST Timer Overrules in PTO	Allow EIST Timer Overrules in PTO Mode
Mode = Yes	= No

Engine Load Override

ON	OFF
Overrule EIST Timer Based on Engine	Overrule EIST Timer Based on Engine
Load – No Shutdown = Yes	Load – No Shutdown = No

Activate/Deactivate Requirements

EIST

Activate (All)	Deactivate (Any)
EIST Idle Time Limit Elapsed	EIST Idle Time Reset
	EIST Idle Time Overruled

Outside Ambient Air Temperature Override

Activate (Any)	Deactivate (All)
Outside ambient air temperature < Low	Outside ambient air temperature > Low
Ambient Air Temperature Overrule	Ambient Air Temperature Overrule
Outside ambient air temperature > High	Outside ambient air temperature < High
Ambient Air Temperature Overrule	Ambient Air Temperature Overrule

EIST with PTO Mode

Activate (All)	Deactivate (Any)
All EIST Conditions	All EIST Conditions
Timer Setting When in PTO Elapsed	Timer Setting When in PTO Mode Reset
	Timer Setting When in PTO Mode Overruled



Engine Load Override

Activate	Deactivate
Engine Load > Engine Load Threshold	Engine Load < Engine Load Threshold

Additional Information

The EIST will be overruled if any of the following conditions are present:

- Coolant temperature is lower than Idle Timer Low Coolant Temperature Override Threshold (<u>N182</u>)
- Oil temperature is lower than *EIST Low Oil Temp Limit*
- Fuel temperature is lower than EIST Low Fuel Temp Limit
- Ambient temperature is less than Idle Timer Low Ambient Temp Threshold (<u>N185</u>)
- Ambient temperature is greater than Idle Timer High Ambient Temp Threshold (<u>N184</u>)
- Engine load is greater than Idle Timer Engine Load Threshold (<u>N183</u>), if enabled
- DPF regeneration is in progress
- The engine is in Service Mode

Figure 6.1 shows how the low coolant temperature limit and low and high ambient air temperature limits (if enabled) will affect the EIST.



Figure 6.1 – EIST Coolant and Ambient Air Temperature Limits



EIST Shutdown on the Driver Display

Figure 6.2 and Figure 6.3 show examples of indication screens after the engine is about to be shutdown by the EIST.





Figure 6.2 – Small Display: Left:Kenworth, Right: Peterbilt





Figure 6.3 – Large Display: Left:Kenworth, Right: Peterbilt

Figure 6.4 and Figure 6.5 show examples of indication screens when the EIST is overruled.





Figure 6.4 – Small Display: Left:Kenworth, Right: Peterbilt









Fast Idle Control (FIC)

Overview

The Fast Idle Control (FIC) functionality allows adjustment of engine idle speed within preprogrammable limits. This allows the driver to adapt to changing engine speed requirements. For example, the driver can raise engine speed for faster engine warm-up on a cold day. Raising the idle can improve HVAC performance in extreme conditions while parked, and may be helpful for other service operations such as charging the batteries or air system. Fleet managers may find that altering some of the FIC settings may yield better fuel economy when the application requires extended idle operations. The FIC module allows a fleet owner to set limits in order to enhance overall operating economy. FIC is a standard feature of the engine, but can be disabled to ensure that engine idle speed cannot be altered.

The default FIC settings are useful for the majority of applications, so modifications of the default settings typically are not necessary. Before changing the default parameters, it is strongly recommended to consult the customer and/or body builder to determine the specific vehicle application.

Standard Feature

FIC

FIC becomes active and allows the driver to control the engine speed with the Set/Accel and Resume/Decel switches when all of the following conditions are met:

- The Cruise Control switch is in the ON position
- The vehicle is stationary
- The transmission is in neutral
- The parking brake is set

FIC may be enabled or disabled with *Enable Fast Idle Control* (<u>N071</u>) and the maximum FIC engine speed can be limited by *Maximum Engine Speed in Fast Idle Control* (<u>N072</u>).

FIC will be overruled if the accelerator pedal request exceeds the FIC request, at which point the accelerator pedal will control engine speed. FIC will automatically deactivate if the clutch pedal or the service brake pedal are depressed.

The Set/Accel switch allows the driver to increase the engine speed. When FIC is active and the Set/Accel switch is pressed, the engine speed will increase by *Engine Speed Ramp-Up w/ Set/Accel (<u>N107</u>)*. When FIC is active and the Set/Accel switch is pressed and held, the engine speed will increase at *Engine Speed Increase w/ Set/Accel (<u>N103</u>)*.

The Resume/Decel switch allows the driver to decrease the engine speed. When FIC is active and the Resume/Decel switch is pressed, the engine speed will decrease by *Engine Speed Ramp-down w/ Res/Decel* (<u>N105</u>). When FIC is active and the Resume/Decel switch is pressed and held, the engine speed will decrease at *Engine Speed Decrease w/ Res/Decel* (<u>N104</u>).

Programmable Parameters

N071	Page <u>22</u>	Min	Default	Max	Units
Enable Fast Idle Control		OFF (0)	ON (1)	ON (1)	ON/OFF
N072	Page <u>22</u>	Min	Default	Max	Units
Maximum Engine Control	Speed in Fast Idle	650	1900	1900	RPM
N103	Page <u>22</u>	Min	Default	Max	Units
Engine Speed Inc	rease w/ Set/Accel	10	250	1000	RPM
N104	Page <u>22</u>	Min	Default	Max	Units
Engine Speed De Res/Decel	crease w/	10	250	1000	RPM
N105	Page <u>22</u>	Min	Default	Max	Units
Engine Speed Ra Res/Decel	mp-down w/	10	100	1900	RPM/SEC
N107	Page <u>22</u>	Min	Default	Max	Units
Engine Speed Ra Set/Accel	mp-Up w/	10	100	1900	RPM/SEC

ON/OFF Requirements

ON (All)	OFF (Any)
CC switch is in the ON position	CC switch is in the OFF position
Parking brake is set	Parking brake is not set
Vehicle speed = Stationary	Vehicle speed = Non-Stationary
Transmission is in neutral if equipped	Transmission is not in neutral if equipped
Clutch pedal is NOT depressed if equipped	Clutch pedal is depressed if equipped
Service brake pedal is NOT depressed	Service brake pedal is depressed



7.0 Fan Clutch Control

Overview

The Fan Clutch Control controls the fan clutch based on various engine temperatures.

Standard Feature

• Fan Clutch Control

Fan Clutch Control allows the engine to control the fan clutch based on coolant, charge air cooler, and power steering fluid temperatures. These temperatures are not programmable.

Feature Options

• Minimum Fan Clutch Engagement Time

Minimum Fan Clutch Engagement Time (<u>N057</u>) allows customization of the minimum amount of time the fan clutch is engaged before it can become disengaged.

Programmable Parameters

N057	Page <u>24</u>	Min	Default	Max	Units
Minimum Fan Clu Time	tch Engagement	30	30	60	SEC

Additional Information

Fan Clutch Control on the RPM Gauge

Figure 7.1 shows an example of the Fan Indication on the RPM Gauge.



Figure 7.1 – Fan Indication (Kenworth Only)



8.0 Cruise Control (CC)

Overview

The Cruise Control (CC) functionality allows the driver to set a target vehicle speed and then adjust it within programmable limits. This allows the driver to adapt to changing vehicle speed requirements. For example, the driver can increase or decrease speed by briefly pressing or pressing and holding the Cruise Control switches on the dashboard or steering wheel. The vehicle must be within the programmed limits to activate and maintain Cruise Control.

The Cruise Control module allows a fleet owner to set preprogrammed limits in order to enhance overall operating economy. CC is a standard feature of the engine, and the default CC settings are useful for a majority of applications. Before changing the default parameters, it is strongly recommended to consult the customer and/or body builder to review the Cruise Control options.

Standard Feature

- Cruise Control
- Cruise Control ON/OFF switch
- Set/Accel switch
- Resume/Decel switch

CC regulates engine torque to maintain the desired vehicle speed. CC ON/OFF, Set/Accel, and Resume/Decel are in-cab switches that allow the driver to operate CC.

The CC ON/OFF switch allows the driver to control the vehicle speed if the switch is in the ON position. When the switch is in the OFF position, CC is deactivated and the engine will not automatically maintain an driver-desired vehicle speed.

The Set/Accel switch allows the driver to activate CC when the CC is ON, which assigns the current vehicle speed as the Cruise Control target speed. The vehicle speed must be at or above *Minimum Speed to Enable Cruise Control* (N002) to activate cruise control. While CC is active, the driver is free from having to control the vehicle speed using the accelerator pedal. While CC is actively controlling vehicle speed, briefly pressing the Set/Accel switch will cause the vehicle speed to increase by the value of *Vehicle Speed Increase w/Set/Accel* (N005). While CC is actively controlling vehicle speed, and the Set/Accel switch is pressed and held, the vehicle will accelerate until the switch is released or the *Maximum Cruise Control Target Speed* (N006) is reached.

While Cruise Control is ON, the Resume/Decel switch allows the driver to activate CC and resume maintaining a previously set Cruise Control vehicle speed. The stored target vehicle speed is reset with an ignition key cycle. While CC is actively controlling vehicle speed, briefly pressing the Resume/Decel switch will cause the vehicle speed to decrease by the value of *Vehicle Speed Decrease w/Res/Decel* (N004). While CC is actively controlling vehicle speed, and the Resume/Decel switch is pressed and held, the vehicle will decelerate until the switch is released or the Minimum Cruise Control Target Speed (N003) is reached. If the vehicle speed falls



below *Minimum Speed to Disable Cruise Control* (<u>N001</u>), then CC will become inactive.

Feature Options

- Adaptive Cruise Control (ACC)
- Cruise Control Multi-Torque Mode

Adaptive Cruise Control (ACC) can overrule CC in order to maintain a set following distance to a target vehicle. ACC is not described in this document. Refer to the Original Equipment Manufacturer's (OEM) documentation for a detailed description of ACC functionality.

For engines with a multi-torque engine rating, *Multi-Torque Only when Cruise Active* (<u>N039</u>) is an option that allows the fleet owner to specify when the extra torque available from the multi-torque rating will be available. When this option is enabled, the extra torque will only be available when the Cruise Control is actively controlling vehicle speed. When the Cruise Control Multi-Torque Mode is disabled, the extra torque will be available with or without Cruise Control.

Considerations

Programming for vehicles that are intended for mobile Power Take-Off (PTO) applications:

- N001 must be at least 6 MPH greater than PTO Maximum Vehicle Speed (N080)
- N002 must be at least 3 MPH greater than N001
- N003 must be greater than or equal to N002

Programmable Parameters

N001	Page <u>26</u>	Min	Default	Max	Units
Minimum Speed t Cruise Control	o Auto-Deactivate	N080 + 6	16	37	MPH
* Must be at least	6 MPH greater than	PTO Mode	e Vehicle Sp	eed Limit (l	V080)
N002	Page <u>25</u>	Min	Default	Max	Units
Minimum Cruise (Speed	Control Enable	N001 + 3	19	40	MPH
* Must be at least 3 MPH greater than <i>Minimum Speed to Disable Cruise Control</i> (N001)					
N003	Page <u>25</u>	Min	Default	Max	Units
Minimum Cruise (Speed	Control Target	N002	19	43	MPH
* Must be greater than or equal to <i>Minimum Speed to Enable Cruise Control</i> (N002)					

N004	Page <u>25</u>	Min	Default	Max	Units
Vehicle Speed Decrease from Resume/Decel Switch Press		1	1	6	MPH
N005	Page <u>25</u>	Min	Default	Max	Units
Vehicle Speed De Resume/Decel Sv	crease from vitch Press	1	1	6	MPH
N006	Page <u>25</u>	Min	Default	Max	Units
N006 Maximum Cruise Speed	Page <u>25</u> Control Target	Min 25	Default 64	Max 100	Units MPH
N006 Maximum Cruise Speed N039	Page <u>25</u> Control Target Page <u>26</u>	Min 25 Min	Default 64 Default	Max 100 Max	Units MPH Units

ON/OFF Requirements

ON (All)	OFF (Any)
CC ON/OFF switch is ON	CC ON/OFF switch is OFF
CC initial status test passed	Parking brakes are set

Activate/Deactivate Requirements

Activate (Any)	Deactivate (Any)
CC Set/Accel switch is pressed	Clutch pedal is depressed if equipped
CC Res/Decel switch is pressed	Service brake pedal is depressed
	Trailer hand brake is actuated
	PACCAR Engine Brake manually operated
	Pause switch pressed if equipped
	Deceleration limit is exceeded
	Transmission in neutral if equipped
	Vehicle Stability Control (VSC) is active
	Actual vehicle speed is below minimum vehicle speed limit

Activate (Any)	Deactivate (Any)	
	Maximum vehicle speed limit exceeded	
	Maximum ASR time limit exceeded	

Additional Information

Cruise Control on the Driver Display

Figure 8.1 and Figure 8.2 show examples of screens on the Driver Display when Cruise Control is active.



Figure 8.1 – Small Display; Left: Kenworth, Right: Peterbilt



Figure 8.2 – Large Display; Left: Kenworth, Right: Peterbilt



9.0 Vehicle Speed Limiter

Overview

The Vehicle Speed Limiter functionality is designed to improve fuel economy by reducing the maximum vehicle speed and limiting the maximum vehicle acceleration.

Standard Feature

• Without Vehicle Speed Limiter

The speed of the vehicle will be limited to the maximum value of *Maximum* Accelerator Pedal Vehicle Speed (<u>N162</u>) or Maximum Cruise Control Target Speed (<u>N006</u>).

Feature Options

- Vehicle Speed Limiter
- Vehicle Acceleration Limiter

Vehicle Speed Limiter

On Greenhouse Gas (GHG) compliant vehicles, *GHG Maximum Speed Limit* (<u>N170</u>) will limit the overall maximum speed of the vehicle, until the *GHG Expiration Distance* (<u>N169</u>) has been exceeded. The GHG expiration mileage is available in the chassis information within PEP, and may not be changed. For example, if Maximum *Accelerator Pedal Vehicle Speed* (N162) is set to 55 mph, *Maximum Cruise Control Target Speed* (N006) is set to 70 mph, and *Maximum Vehicle Speed Limit* (N170) is set to 64 mph, the vehicle can be driven to a maximum speed of 55 mph with the pedal. If Cruise Control is enabled the vehicle speed may be increased to a maximum of 64 mph, as the vehicle will not exceed the value of *Maximum Vehicle Speed Limit* (N170) when the engine is fueled.

For non-GHG compliant vehicles, or vehicles that have exceeded the GHG expiration mileage, *GHG Maximum Speed Limit* (<u>N170</u>) is ignored, allowing *Maximum Accelerator Pedal Vehicle Speed* (<u>N162</u>) and *Maximum Cruise Control Target Speed* (<u>N006</u>) to determine the overall maximum speed of the vehicle. Table 9.1 illustrates how the overall maximum vehicle speed is determined.

W/ Driver Reward (S218) & W/O GHG Maximum Speed Limit (N170)			
Driver Reward Offset Mode (N219) Maximum Vehicle Speed Limit			
	Maximum value of:		
1 (Pedal Control)	Maximum Cruise Control Target Speed (N006)		
	OR		
	Maximum Accelerator Pedal Vehicle Speed (N162) +		
	Driver Reward Maximum Bonus (N224)		
	Maximum value of:		
2 (Cruise Control)	Maximum Cruise Control Target Speed (N006) +		
	Driver Reward Maximum Bonus (N224)		
	OR		
	Maximum Accelerator Pedal Vehicle Speed (N162)		



	Maximum value of:		
2 (Rodal and Cruise Control)	Maximum Accelerator Pedal Vehicle Speed (N162) +		
	Driver Reward Maximum Bonus (N224)		
5 (Fedal and Cruise Control)	OR		
	Maximum Cruise Control Target Speed (N006) +		
	Driver Reward Maximum Bonus (N224)		
W/ Driver Reward (S21	8) & W/ GHG Maximum Speed Limit (N170)		
Driver Reward Offset Mode (N219)	Maximum Vehicle Speed Limit		
	GHG Maximum Speed Limit (N170)		
	Requires:		
1 (Pedal Control)	Maximum Accelerator Pedal Vehicle Speed (N162) +		
	Driver Reward Maximum Bonus (N224) ≤		
	GHG Maximum Speed Limit (N170)		
	GHG Maximum Speed Limit (N170)		
	Requires:		
2 (Cruise Control)	Maximum Cruise Control Target Speed (N006) +		
	Driver Reward Maximum Bonus (N224) ≤		
	GHG Maximum Speed Limit (N170)		
	GHG Maximum Speed Limit (N170)		
	Requires maximum value of:		
	Maximum Accelerator Pedal Vehicle Speed (N162) +		
	Driver Reward Maximum Bonus (N224)		
3 (Pedal and Cruise Control)	AND		
	Maximum Cruise Control Target Speed (N006) +		
	Driver Reward Maximum Bonus (N224)		
	≤		
	GHG Maximum Speed Limit (N170)		
W/O Driver Reward (S21	8) & W/O GHG Maximum Speed Limit (N170)		
Driver Reward Offset Mode (N219)	Maximum Vehicle Speed Limit		
	Maximum value of:		
Q (No Roward)	Maximum Cruise Control Target Speed (N006)		
U (No Reward)	OR		
	Maximum Accelerator Pedal Vehicle Speed (N162)		
W/O Driver Reward (S218) & W/ GHG Maximum Speed Limit (N170)			
Driver Reward Offset Mode (N219)	Maximum Vehicle Speed Limit		
0 (No Reward)	GHG Maximum Speed Limit (N170)		

 Table 9.1 – Determination of Maximum Vehicle Speed Limit

Vehicle Acceleration Limiter

The vehicle acceleration limiter's *Scale Acceleration Target* (<u>N296</u>) parameter may be modified from the NORMAL setting to increase performance or increase fuel economy. Selecting SLOW will decrease the vehicle's acceleration capabilities, while selecting FAST will increase the vehicle's acceleration capabilities over the NORMAL setting.



Programmable Parameters

N162	Page <u>29</u>	Min	Default	Max	Units
Maximum Accelerator Pedal Vehicle Speed		25	64	155	MPH
N169	Page <u>29</u>	Min	Default	Max	Units
GHG Expiration Distance		0	0	1,259,000	MILES
* Configurable in Prospector Only					
N170	Page <u>29</u>	Min	Default	Max	Units
GHG Maximum Speed Limit		0	0	121	MPH
* Configurable in Prospector Only					
N296	Page <u>30</u>	Min	Default	Max	Units
Scale Acceleration Target		SLOW	NORMAL	FAST	N/A

Note Regarding Preferred Settings

Customers will be unable to make changes to the following parameters until they exceed the expiration distance specified on the order if they accept the preferred VSL settings within Prospector:

- GHG Maximum Speed Limit (<u>N170</u>)
- GHG Expiration Distance (<u>N169</u>)



10.0 Engine Protection System

Overview

The Engine Protection System monitors the engine systems for conditions that might require the engine to either derate, or in some circumstances shut down. If any of the monitored conditions exceed engine Protection System thresholds, the functionality will provide a visual warning to the driver. This warning allows the driver to adjust the operation of the vehicle to correct the condition. If the customer has selected either derate or shutdown, and the driver has not succeeded in correcting the condition, a derate or shutdown sequence will be initiated. Derate provides reduced engine performance to correct the engine condition. Shutdown will turn the engine off to prevent imminent failure.

Standard Feature

• Derate

Derate allows the engine to provide a power reduction or a maximum engine speed limitation. If an engine is equipped with derate, once a visual warning is provided and the condition does not change, a derate will be implemented in an attempt to correct the condition and mitigate a potential failure. Once a derate request has been triggered, the derate will implement in 30 seconds.

Feature Options

- Warning
- Shutdown

Warning allows the engine to provide a visual indication that the Engine Protection System has detected a condition that could potentially cause an engine failure.

Shutdown allows the Engine Protection System to turn off the engine if the driver does not take action to correct the condition. When a shutdown request is triggered, the engine will shutdown in 60 seconds. If an engine is automatically shutdown by the Engine Protection System, the engine will be unable to start for 30 seconds.

Orderable Feature Options & Sales Codes

Feature	KENWORTH	Peterbilt
Engine Protection System Derate Only	1000204	2092082
Engine Protection System Derate with Warning	1000202	2092081
Engine Protection System Derate with Shutdown	1000206	2092083

Activate/Deactivate Requirements

Warning

Activate (Any)	Value	Deactivate (All)	Value
Battery voltage below	10 V	Battery voltage above	10 V
Intake manifold temperature above	167 °F	Intake manifold temperature below	167 °F
Coolant level low	N/A	Coolant level not low	N/A
Coolant temperature above	230 °F	Coolant temperature below	230 °F
Oil pressure below	11.6 psi	Oil pressure above	11.6 psi
Oil temperature above	248 °F	Oil temperature below	248 °F
Aftertreatment limp home request active	N/A	Aftertreatment limp home request inactive	N/A

Derate

Activate (Any)	Value	Deactivate (All)	Value
Battery voltage below	10 V	Battery voltage above	10 V
Intake manifold temperature above	176 °F	Intake manifold temperature below	176 °F
Coolant level low	N/A	Coolant level not low	N/A
Coolant temperature above	237 °F	Coolant temperature below	237 °F
Oil pressure below	8.7 psi	Oil pressure above	8.7 psi
Oil temperature above	257 °F	Oil temperature below	257 °F
Aftertreatment shutdown request active	N/A	Aftertreatment shutdown request inactive	N/A

Shutdown

Activate (Any)	Value	Deactivate (All)	Value
Battery voltage below	6 V	Battery voltage above	6 V
Intake manifold temperature above	176 °F	Intake manifold temperature below	176 °F
Coolant level low	N/A	Coolant level not low	N/A
Coolant temperature above	237 °F	Coolant temperature below	237 °F
Oil pressure below	8.7 psi	Oil pressure above	8.7 psi
Oil temperature above	257 °F	Oil temperature below	257 °F
Aftertreatment shutdown request active	N/A	Aftertreatment shutdown request inactive	N/A



Additional Information

Engine Protection System on the Driver Display

Figure 10.1 and Figure 10.2 show examples of Engine Protection System warning screens on the Driver Display.





Figure 10.1 – NAMUX 2 & 3; Left: Kenworth, Right: Peterbilt





Figure 10.2 – Large Display; Left: Kenworth, Right: Peterbilt

Figure 10.3 and Figure 10.4 show examples of Engine Protection System derate screens on the Driver Display.





Figure 10.3 – NAMUX 2 & 3; Left: Kenworth, Right: Peterbilt



Figure 10.4 – Large Display; Left: Kenworth, Right: Peterbilt

72°F



Figure 10.5 and Figure 10.6 show examples of Engine Protection System impending shutdown screens on the Driver Display.





Figure 10.5 – NAMUX 2 & 3; Left: Kenworth, Right: Peterbilt





Figure 10.6 – Large Display; Left: Kenworth, Right: Peterbilt

Figure 10.7 and Figure 10.8 show examples of Engine Protection System shutdown screens on the Driver Display.





Figure 10.7 – NAMUX 2 & 3; Left: Kenworth, Right: Peterbilt








11.0 PACCAR Engine Brake

Overview

The PACCAR Engine Brake is a fully integrated engine compression brake that provides braking forces through the driveline. It reduces wear on the service brakes and improves vehicle control in deceleration events when active. The PACCAR Engine Brake operates using standard dash switches, and is customizable to meet the requirements of the driver or fleet.

Standard Feature

- PACCAR Engine Brake ON/OFF Switch
- Retarder Select Switch
- Manual Mode (both with cruise control turned ON and OFF)

The PACCAR Engine Brake ON/OFF switch allows the driver to turn retarder ON and OFF.

The default setting for the PACCAR Engine Brake is Manual Mode. Manual Mode allows the engine to provide braking when the PACCAR Engine Brake switch is in the ON position, the engine is not being fueled, and the cruise control is inactive. The driver may use the Retarder Select Switch to select from three levels of braking power: Low (33%), Medium (66%), and High (100%).

When the PACCAR Engine Brake switch is in the ON position, the driver will be notified by an indicator the driver display. Examples of the notification are provided in the *Additional Information* portion of this section.

Feature Options

- Engine Brake Engagement Delay
- Minimum Vehicle Speed to Enable Engine Brake
- Engine Brake Disable when Out of Gear
- Engine Brake Behavior When Cruise Control is ON:
 - Manual Mode
 - o Coast Mode
 - Latch Mode
- Downhill Speed Control (Auto-Retard in Cruise Control)
- Downhill Speed Limiter (DSL)

The customer has the option to select from three operating modes for the PACCAR Engine Brake when the PACCAR Engine Brake ON/OFF switch is ON and cruise control is ON and inactive. The three operating modes are mutually exclusive of one another:

- Manual Mode is the default setting for the PACCAR Engine Brake when the PACCAR Engine Brake ON/OFF switch is ON and cruise control is ON and inactive. It behaves the same way as the Manual Mode described in Standard Features portion of this section.
- Coast Mode allows the engine to provide braking when the PACCAR Engine Brake ON/OFF switch is ON, the Cruise Control is ON and inactive, and the service brake is applied. The PACCAR Engine Brake will de-activate in Coast Mode when the service brake pedal is released or cruise control is activated.
- Latch Mode allows the engine to provide braking when the PACCAR Engine Brake ON/OFF switch is ON, cruise control is ON and inactive, and the service brake pedal is applied. Latch Mode will continue to provide braking after the service brake pedal is released and will deactivate when the accelerator pedal is applied or cruise control is activated.

The engine can be programmed to delay the activation of the engine brake, if needed, using *Time Delay for Retarder Activation* (<u>N019</u>). For example, the driver may wish to deactivate Cruse Control by quickly pressing the brake pedal without activating the engine brake when using Coast or Latch mode. Specifying a delay would allow this to occur, but still provide engine braking when the driver presses the brake pedal for a prolonged period during a braking event. The engine brake may also be programmed to be disabled when the transmission is out of gear with *Engine Brake Disabled When Out of Gear* (<u>N015</u>) to assist the driver while shifting.

The engine brake will become disabled when the vehicle speed falls below *Minimum Vehicle Speed for Engine Brake Activation* (<u>N026</u>).

Downhill Speed Control allows the engine to provide braking when the PACCAR Engine Brake ON/OFF switch is ON, Cruise Control is active and the vehicle speed exceeds the Cruise Control target speed plus the *Auto-Retarder Vehicle Speed Offset* (*N014*). A large offset will reduce engine brake usage, while a lower offset will increase engine brake usage. A lower offset is recommended for vehicles operating in steep terrain. Downhill Speed Control will deactivate when the vehicle speed has been reduced to the Cruise Control target speed or when Cruise Control is deactivated. Downhill Speed Control will function independently of all other PACCAR Engine Brake parameters.

The Downhill Speed Limiter (DSL) allows the engine to provide braking when the PACCAR Engine Brake ON/OFF switch is ON and the vehicle speed exceeds the overall Maximum Vehicle Speed Limit, plus the *Downhill Speed Limiter Vehicle Speed Offset* (<u>N013</u>), The Downhill Speed Limiter will function independently of all other PACCAR Engine Brake parameters. Refer to Table 9.1 in Section 9 to determine the overall maximum vehicle speed limit based on the configuration of the vehicle.

In Manual Mode, the Downhill Speed Limiter will activate if the vehicle speed exceeds the *Maximum Accelerator Pedal Vehicle Speed* (<u>N162</u>) plus the *Downhill Speed Limiter Vehicle Speed Offset* (<u>N013</u>). If Downhill Speed Control is already active, the PACCAR Engine Brake power will be increased, but if Downhill Speed Control is already at maximum capacity, the Downhill Speed Limiter will have no effect on the PACCAR Engine Brake.

Orderable Feature Options & Sales Codes

Feature		Peterbilt
Engine Brake Behavior – Manual Mode	1000282	2092027
Engine Brake Behavior – Coast Mode	1000283	2092028
Engine Brake Behavior – Latch Mode	1000284	2092029
Downhill Speed Control – Auto-Retard	1000285	2092075
Downhill Speed Limiter	1000287	2092077

Programmable Parameters

Global

N015	Page <u>38</u>	Min	Default	Max	Units
Engine Brake Disabled When Out of Gear		OFF (0)	ON (1)	ON (1)	ON/OFF
N019 Page <u>38</u>		Min	Default	Max	Units
Time Delay for Retarder Activation		0.1	0.1	3	SEC
N026 Page <u>38</u>		Min	Default	Max	Units
Minimum Vehicle Brake Activation	Speed for Engine	1	1	30	MPH

Auto-Retard

N014	Page <u>38</u>	Min	Default	Max	Units
Auto-Retarder Vehicle Speed Offset		2	4	6	MPH

Downhill Speed Limiter

N013	Page <u>38</u>	Min	Default	Max	Units
Downhill Speed L Speed Offset	imiter Vehicle	2	4	6	MPH



Activate/Deactivate Requirements

Global

Activate (All)	Deactivate (Any)
PACCAR Engine Brake ON/OFF switch is ON	ABS system is ON
Transmission (Manual) in gear if equipped	Engine speed is less than 1000 RPM
	PTO switch is in ON position
	Torque converter is not locked (Automatic) transmissions only)
	Accelerator pedal is depressed

Manual Mode (cruise control off)

Activate (All)	Deactivate (Any)
Cruise control OFF	Cruise control ON
Global engagement requirements met	Cruise control is active
	Global disengagement requirements met

Manual Mode (Cruise Control On)

Activate (All)	Deactivate (Any)
Cruise control ON	Cruise control is active
Accelerator pedal deactivated	Accelerator pedal is depressed
Global activation requirements met	Global deactivation requirements met

Coast Mode

Activate (All)	Deactivate (Any)
Cruise control ON	Cruise control OFF
Service brake pedal is depressed	Cruise control active
Global activation requirements met	Service brake pedal is released
	Global deactivation requirements met

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Latch Mode

Activate (All)	Deactivate (Any)
Cruise control ON	Cruise control OFF
Service brake pedal is depressed	Cruise control active
Global activation requirements met	Accelerator pedal is depressed
	Global deactivation requirements met

Auto-Retard Mode

Activate (All)	Deactivate (Any)
Cruise control ON	Cruise control OFF
Cruise control active	Cruise control inactive
Vehicle speed exceeds max vehicle cruise speed + DSC offset	Vehicle speed is equal to or below max vehicle cruise speed
Global activation requirements met	Global deactivation requirements met

Downhill Speed Limiter

Activate (All)	Deactivate (Any)
Vehicle speed exceeds maximum vehicle speed limit + DSL offset speed	Vehicle speed is equal to or below max vehicle speed + DSL offset speed
Global activation requirements met	Global deactivation requirements met



Additional Information

Graph 11.1 and Graph 11.2 show engine braking performance for the MX engines.



Graph 11.1 – MX-13 Engine Brake Performance Curves

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Graph 11.2 – MX-11 Engine Brake Performance Curves



PACCAR Engine Brake on the Driver Display

Figure 11.1 and Figure 11.2 show examples of screens on the driver display when the PACCAR Engine Brake ON/OFF switch is in the ON position.









Truck Ir	nfo:	
Chassis Engine Trans ABS		
	Ø	
12:39 💏	225,326.8 Km	72°F

Figure 11.2 – Large Display; Left: Kenworth, Right: Peterbilt

Figure 11.3 and Figure 11.4 show examples of screens on the Driver Display when the PACCAR Engine Brake is activated by Downhill Speed Limiter.





Figure 11.3 – NAMUX 2 & 3; Left: Kenworth, Right: Peterbilt





Figure 11.4 – Large Display; Left: Kenworth, Right: Peterbilt



12.0 Power Take-Off (PTO) Mode Engine Speed Control

Overview

Power Take-Off (PTO) Mode provides engine speed controls in addition to configurable interlocks that are available to restrict PTO Mode (if required.) PTO Mode is fully customizable with multiple programmable engine and vehicle speed parameters and safety interlocks.

The MX engines are suitable for use in many applications requiring auxiliary PTOdriven equipment. The engine PTO controls are flexible with many customizable features, which allow for configurations to meet the needs of many different vehicle applications. PTO Mode can make the operation of PTO-driven equipment safer and more convenient for the driver, and can protect both the chassis drivetrain and PTOdriven auxiliary equipment from misuse and potential damage. The Engine Idle Shutdown Timer (EIST) may also be disabled in PTO Mode to allow for extended operations with the engine at idle. The engine is also capable of logging time and fuel consumption in PTO Mode separately from non-PTO operation.

While the engine is in PTO mode, many different limitations can be imposed by software in the engine controller. These limitations may include:

- Engine Speed
- Engine Speed Ramp-Up/Ramp-Down Rates
- Maximum Engine Torque Output
- Vehicle Speed
- Engine Idle Time
- Safety Interlocks

The purpose of this section is to describe the engine PTO Mode programming features and capabilities. The default PTO settings will support many applications. For fine-tuning of the features, it is strongly recommended that the body builder and/or customer be consulted for their specific requirements. If no PTO is anticipated for the vehicle or the PTO operation will not require the engine to go into PTO Mode for specific engine speed controls or safety interlocks, no action is required at order entry. The special features associated with PTO Mode operation may be specified during the vehicle order process, and changes to the factory settings may be made post-delivery via a PRS file from the PACCAR Engine Support Center.

Additional transmission configuration may be necessary depending on the equipped transmission and/or transfer case. PACCAR recommends consulting the transmission manufacturer for information related to specific wiring harnesses and transmission programming requirements for proper PTO functionality. The following references may also assist in properly configuring the transmission for PTO use:

- Allison 5th Generation Controls 1000/2000/3000/4000 Product Families Controls Installation Manual
- Eaton PTO Information Guide



PTO Control via CAN Communication

PACCAR MX engines support remote PTO Mode controls via the B-CAN network. *Signal Source for Remote Main Switch* (<u>N102</u>) may be configured to allow for PTO engagement communications between the remote PTO module and the cab electronic control unit (CECU) or via legacy hardwired connection directly from the PTO device to the engine controller. Remote switch and remote throttle signal types must be specified within the drivetrain parameters on the CECU. Additional networking interface parameter changes are required within the CECU depending on the application requirements in order to allow remote PTO control modules to function properly via the B-CAN network. For additional information about the required changes to the CECU parameters, consult the appropriate body builder manual for the vehicle.

PACCAR MX engines allow for remote engine speed control functionality via TSC1 messaging from remote control modules by configuring *Enable Engine Speed Control via TSC1 (N306)*. In addition, a hardwired or CAN PTO engagement feedback signal must be provided to allow the engine to enter PTO mode to enable PTO engine speed control and safety interlocks, and *Signal Source for Remote Main Switch (N102)* must be configured according to the signal source of the PTO mode request. TSC1 messages must be broadcast from source address 36 (0x24) to destination address 0 (0x00). Messages must also specify control purpose P3: PTO Governor to allow the engine controller to respond to TSC1 requests.

PTO (PGN 65264) – PTO On/Off an	d Engir	ne Sp	eed	Controls
Name	SPN	SB	L	Description
Engine PTO Governor Enable Switch	980	40	2	Switch signal which indicates that the
				PTO governor toggle switch is in the
				enabled (ON) position
				0 = Off
				1 = On
				2 = Error
				3 = Not available
Engine PTO Governor Set Switch	984	48	2	Switch signal of the PTO control
				activator which indicates that the
				activator is in the position to "set" the
				engine PTO governor set speed.
				0 = Off
				1 = On
				2 = Error
				3 = Not available
Engine PTO Governor Resume Switch	982	52	2	Switch signal of the PTO control
				activator which indicates that the
				activator is in the position to "resume" a
				previously established PTO governor set
				speed.
				0 = Off
				1 = On
				2 = Error
				3 = Not available

The following table describes the J1939 PTO, EEC2 and TSC1 messages supported by the MX engines while programmed with Remote PTO configurations:



Speed Control Switch #1	979	42	2	Switch signal which indicates that the remote PTO governor toggle switch #1 is in the enabled (ON) position. If the toggle switch is enabled and other conditions are satisfied then the remote PTO governor feature is activated and the PTO governor will control at the preprogrammed speed #1. 0 = Off 1 = On 2 = Error 3 = Not available
Remote PTO Governor Preprogrammed Speed Control Switch #2	3447	58	2	Switch signal which indicates that the remote PTO governor toggle switch #2 is in the enabled (ON) position. If the toggle switch is enabled and other conditions are satisfied then the remote PTO governor control feature is activated and the PTO governor will control at the preprogrammed speed #2. 0 = Off 1 = On 2 = Error 3 = Not available
EEC2 (PGN 61443) – PTO Mode Re	mote T	hrot	tle	
Name	SPN	SB	L	Description
Remote Accelerator Pedal Position	974	24	8	The ratio of actual position of the remote analog engine speed/torque request input device (such as an accelerator pedal or throttle lever) to
				the maximum position of the input device. (0% to 100%)
TSC1 (PGN 0) – Torque/Speed Con	trol			the maximum position of the input device. (0% to 100%)
TSC1 (PGN 0) – Torque/Speed Con		SR		the maximum position of the input device. (0% to 100%)

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Engine Requested Speed Control Conditions	696	2	2	3 = Stability Optimized for driveline
				engaged and/or in lockup condition 2
				(e.g., PTO driveline)
Override Control Mode Priority	897	4	2	3 = Low Priority (below transmission,
				ABS, brakes)
Engine Requested Speed/Speed Limit	898	8	16	This is the engine speed which the
				engine is expected to operate at if the
				speed control mode is active, or the
				engine speed which the engine is not
				expected to exceed if the speed limit
				mode is active. Applicable when
				EngOverrideCtrlMode (SPN 695) = 1 or 3
Engine Requested Torque/Torque Limit	518	24	8	Controls or limits the output torque as a
				percentage of reference engine torque.
				Applicable when EngOverrideCtrlMode
				(SPN 695) = 2 or 3
TSC1 Transmission Rate	3349	32	3	7 = Default Rate (10ms)
TSC1 Control Purpose	3350	35	5	2 = P3 (PTO Governor)
Engine Requested Torque - High Resolution	N/A	40	4	High-resolution modifier of torque
				request. Adds fractional torque request
				of resolution 0.125% to value of SPN 518
Message Counter	N/A	56	4	The message counter is used to detect
				situations where the transmitting ECU
				malfunction repeats the same frame all
				the time. The receiver of the
				information may use the counter
				parameter to detect this situation. The
				transmitting device will increase the
				message counter in every cycle. The
				message counter will count from 0 to 7
				and then wrap.
				The values 0x8 thru 0xE are SAE reserved
				and should be ignored by the receiver.
				Value 0xF (all bits set to 1) will indicate
				that the message counter is not
				available.
Message Checksum	N/A	60	4	The checksum is used to verify the signal
				path from the transmitting device to the
				receiving device.
				The checksum is the sum of the high
				nibble and the low nibble of the sum of
				the identifier, the first 7 data bytes and
				the message counter. It is calculated as
				follows:
				Checksum = (Byte1 + Byte2 + Byte3 +
				Byte4 + Byte5 + Byte6 + Byte7 + message
				counter & 0x0F + message ID low byte +
				message ID mid low byte + message ID
				mid high byte + message ID high byte)
				Checksum = ((Checksum >> 6) +
				(Checksum >>3) + Checksum) & 0x07
				Value 0xF (all bits set to 1) will indicate
		1	1	that the checksum is not available.



Particular applications will require the use of a split-shaft transfer case to decouple the drive axles and fully divert engine power to auxiliary equipment. The *Split Shaft PTO Installed* parameter must be enabled in the CECU using the Electronic Service Analyst (ESA) tool. Enabling this parameter will allow the transmission to be in gear while the parking brake is engaged without displaying the associated warnings and audible alarms. PACCAR recommends consulting the transmission and/or transfer case manufacturer for details on proper configuration for split-shaft PTO devices.

Note: PTO functionality for remote station controls and hardwired PTO engagement feedback is not currently available for vehicles equipped with Allison and Ultrashift transmissions in applications which require the transmission to be in-gear during PTO operation. Vehicles with these configurations and requirements must rely on in-cab control configurations to allow PTO mode functionality, or provide J1939 PTO message to request the engine to enter PTO mode.



PTO Speed Control Configuration

The standard engine programming is without PTO engine speed controls. Without PTO Mode allows the engine to operate normally without any PTO engine speed controls or restrictions. If the vehicle application will require the engine to go into PTO Mode for specific throttle controls or interlocks, one of the control configurations listed in Figure 12.1 must be selected. The following flow chart may be used to program the required and user configurable parameters to properly configure the vehicle to suit particular applications:



Figure 12.1 – PTO Control Configuration Flow Chart

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The following tables provide information relating to each of the six selectable control configurations, including sales codes, required parameter settings, and an indication to which control station inputs are enabled. The listed parameters in each table are automatically selected and/or required by the sales code, and deviating from these required parameter values will likely cause errors when processing changes in PACCAR Engine Pro.

PTO Cor Configura	ntrol ation Peterbilt KENWORTH In-Cab Throttle Pedal Northers		Remote Throttle Control Resun Switch				
Mobile Cab Station Accelerator Only		2092046	1000291 Enabled Disabled			Disabled	Disabled
Parameter Number		Para	ameter Descriptio	n		Require	ed Value
N078		Disable PTO	Mode w/Clutch E	Depressed		0	FF
N079		Require Pa	rking Brake for P	TO Mode		0	FF
N086		Maximum Engi	ne Speed using S	Switch Inpu	ıts	IDLE	(N052)
N089		Neutral F	Required for PTO	Mode		0	FF
N110	Engii	ne Speed Capt	ure or Engine Spe Switch	eed Preset	w/ Set	CAPTL	JRE (1)
N102	Signal Source for Remote Main Switch						0
N306	Enable Engine Speed Control via TSC1					0	FF
N307	Dis	Disable In-Cab Accelerator Pedal in Remote PTO OFF					

Table 12.1 – Mobile Cab Station Accelerator Only Configuration



PTO Cor Configura	ntrol ation (Pstorbilt) (KENWORTH In-Cab Throttle Pedal Switches		Remote Throttle Control	Remote Set & Resume Switches			
Mobile Cab Accelerato Switch	bile Cab Station ccelerator and 2092047 1000292 Enabled Enabled Switches		Disabled	Disabled			
Parameter Number		Para	ameter Descriptio	n		Require	ed Value
N078		Disable PTO Mode w/Clutch Depressed OF					
N079		Require Pa	rking Brake for P	TO Mode		0	FF
N089		Neutral F	Required for PTO	Mode		0	FF
N101		Disable PTO	Mode w/ Brake D	Depressed		С	N
N102		Signal Source for Remote Main Switch 0					
N110	Engir	Engine Speed Capture or Engine Speed Preset w/ Set Switch					JRE (1)
N306		Enable Engi	ne Speed Control	via TSC1		0	FF

Table 12.2 – Mobile Cab Station Accelerator and Switches Configuration

PTO Col Configura	ntrol ation	Peterbilt		In-Cab Throttle Pedal	In-Cab Set & Resume Switches	Remote Throttle Control	Remote Set & Resume Switches
Station Cab Sta Switches	ary tion Only	2092048	1000293	Disabled	Enabled	Disabled	Disabled
Parameter Number		Para	ameter Descriptio	n		Require	d Value
N079		Require Pa	rking Brake for P	ΓO Mode		С	N
N102		Signal Source for Remote Main Switch					0
N306		Enable Engi	ne Speed Control	via TSC1		0	FF

Table 12.3 – Stationary Cab Station Switches Only Configuration



PTO Cor Configura	ntrol ation	Peterbilt		In-Cab Throttle Pedal	In-Cab Set & Resume Switches	Remote Throttle Control	Remote Set & Resume Switches
Stationary Station Sw and Accel	y Cab vitches erator	2092049	1000294	Optional	Enabled	Disabled	Disabled
Parameter Number		Para	ameter Descriptio	n		Require	ed Value
N079		Require Pa	rking Brake for P	FO Mode		0	N
N102		Signal Source for Remote Main Switch					0
N306		Enable Engi	ne Speed Control	via TSC1		O	FF

 Table 12.4 – Stationary Cab Station Switches and Accelerator Configuration

PTO Cor Configura	ntrol ation	Peterbilt		In-Cab Throttle Pedal	In-Cab Set & Resume Switches	Remote Throttle Control	Remote Set & Resume Switches
Stationary F Station Sw Only	Remote ritches	2092052	1000295	Optional (N307)	Disabled	Disabled	Enabled
Parameter Number		Para	ameter Descriptio	n		Require	d Value
N079		Require Pa	rking Brake for PT	TO Mode		0	N

Table 12.5 – Stationary Remote Station Switches Only

PTO Cor Configura	ntrol ation	Peterbilt		In-Cab Throttle Pedal	In-Cab Set & Resume Switches	Remote Throttle Control	Remote Set & Resume Switches
Stationary F Station Sw and Accel	Remote itches erator	2092053	1000296	Optional (N307)	Disabled	Enabled	Enabled
Parameter Number		Para	Parameter Description				d Value
N079		Require Parking Brake for PTO Mode			ON		
N306		Enable Engi	ne Speed Control	via TSC1		0	FF

 Table 12.6 – Stationary Remote Station Switches and Accelerator

Feature Options

• 1 Programmable Preset Engine Speeds in Remote PTO Mode



- 2 Programmable Preset Engine Speeds in Remote PTO Mode
- Enable DPF Regeneration in PTO Mode
- Enable Fan Assist during DPF Regeneration in PTO Mode

PTO Mode Interlocks

PTO interlocks provide an extra level of component protection when operating the engine in PTO Mode. The engine enters PTO Mode when the engine receives a signal via hardwired engagement feedback or a signal from a body controller via BCAN. If an interlock condition exists, the engine will not enter PTO Mode until the interlock condition is eliminated. An existing interlock condition does NOT prevent the PTO from mechanically engaging or cause the PTO device to disengage and will only prevent the engine from entering PTO Mode. When in PTO Mode, if one of the interlock conditions occur, the engine control unit (ECU) reverts back to normal driving mode and all controls, logic, and limits related to PTO Mode will become inactive. This includes limits related to minimum engine speed, maximum vehicle speed, and maximum engine torque. Other PTO Mode features, such as disabling the idle shutdown timer and logging PTO Mode hours and fuel usage will also become inactive.

The following list describes the available PTO Mode interlocks and the conditions that will prevent the engine from entering PTO Mode, or cause the engine to exit PTO Mode:

- **Disable PTO Mode w/Clutch Depressed (<u>N078</u>)** When this interlock is enabled, operating the clutch pedal will cause the engine to exit PTO Mode.
 - Disabled for mobile applications
- Disable PTO Mode w/ Brake Depressed (<u>N101</u>) When this interlock is enabled, operating the service brake pedal will cause the engine to exit PTO Mode.
 - Required for Mobile Cab Station Accelerator and Switches configuration when *PTO Mode Vehicle Speed Limit (N080)* is greater than 3 MPH
 - May be disabled for Mobile Cab Station Accelerator Only and all Remote station configurations
- **Require Parking Brake for PTO Mode** (<u>N079</u>) When this interlock is enabled, disengaging the parking brake will cause the engine to exit PTO Mode, or prevent the engine from entering PTO Mode.
 - This interlock is automatically configured based on the selected configuration and is **required** for all stationary PTO applications.
- **Neutral Required for PTO Mode** (<u>N089</u>) When this interlock is enabled, the transmission must be in neutral to allow the engine to enter PTO Mode. With this interlock enabled, shifting the transmission out of the neutral position will cause the engine to exit PTO Mode.
 - This interlock is disabled for mobile applications.
- **PTO Mode Vehicle Speed Limit** (<u>N080</u>) While in PTO Mode, the vehicle will not accelerate past the *Maximum Vehicle Speed During PTO Operation*



(*N080*). If the vehicle exceeds this speed limit by more than 6 MPH, the engine will exit PTO Mode. This may happen in a downhill scenario or when an external force or input (such as an incline or pushing/towing the vehicle) causes the vehicle speed to increase.

 PTO Mode Vehicle Speed Limit (<u>N080</u>) must be at least 6MPH less than Minimum Speed to Disable Cruise Control (<u>N001</u>). See the section on Cruise Control for more detailed information on avoiding conflicts between PTO Mode and Cruise Control.

NOTE: When an interlock condition occurs, the engine will exit PTO Mode and will disable engine speed controls and protections, but will not cause the PTO device to mechanically disengage from the powertrain. The PTO device will only be mechanically disengaged by toggling the PTO On/Off Switch.

When all interlock conditions are removed, and the engine is receiving a signal that the PTO is mechanically engaged, the engine will return to PTO Mode automatically and the engine speed will return to the *PTO Mode Minimum Engine Speed* (<u>N106</u>). If the Resume/Decel switch is the first switch pressed after entering PTO mode, the engine speed will increase to the previously stored engine speed prior to exiting PTO Mode. Otherwise, the engine speed can be increased with the Set/Accel switch.

PTO Mode Limits and Set Points

PTO Engine Speed Control has many programmable parameters that may be adjusted to tailor PTO Mode performance to protect specific PTO-driven equipment from damage or misuse.

When PTO switch is in the ON position, if the PTO device is mechanically engaged and the interlock conditions are met, the engine enters PTO Mode automatically and the engine speed will increase to the *PTO Mode Minimum Engine Speed* (<u>N106</u>).

Maximum Engine Speed using Switch Inputs (<u>N086</u>) may be programmed to prevent the engine from exceeding a specified RPM while using the Set/Accel or Resume/Decel switches to protect speed sensitive PTO-driven equipment from damage due to overspeed while changing the target engine speed. Likewise, *Maximum Engine Speed using Pedal Input* (<u>N076</u>) defines the maximum achievable engine speed while using the accelerator pedal. These parameters can be programmed independently, but *Maximum Engine Speed using Pedal Input* (<u>N076</u>) must be greater than or equal to *Maximum Engine Speed using Switch Inputs* (<u>N086</u>).

The engine speed can be controlled by briefly pressing, or pressing and holding the specified switches. With the PTO Mode configured for in-cab controls, these are the cruise control Set/Accel and Resume/Decel switches. In the case of the remote PTO control station mode, these switches are provided by the body builder and are functionally equivalent to the in-cab control switches.

In PTO Mode, a throttle control input is available. When PTO Mode controls are configured in the cab, the accelerator pedal is used for throttle control in PTO Mode. For a remote PTO Mode control station, this would be supplied by the body builder and may be a pedal, hand lever, or similar input device.

When in PTO Mode, pressing the Set/Accel switch momentarily will cause the engine speed to increase by *Engine Speed Increase w/ Set/Accel (In-Cab)* (<u>N083</u>). For PTO Mode configured with remote controls, *Engine Speed Increase w/Set/Accel (Remote)* (<u>N092</u>) should be programmed instead. Each press of the Set/Accel switch will increase engine speed by this increment, up to the *Maximum Engine Speed using Switch Inputs* (<u>N086</u>).

When in PTO Mode, pressing the Resume/Decel switch momentarily will cause the engine speed to decrease by *Engine Speed Decrease w/ Res/Decel (In-Cab)* (<u>N082</u>). For PTO Mode configured with remote controls, *Engine Speed Decrease w/Res/Decel (Remote)* (<u>N090</u>) should be programmed instead. Each press of the Resume/Decel switch will decrease engine speed by this decrement, down to the *PTO Mode Minimum Engine Speed* (<u>N106</u>).

When in PTO Mode, pressing and holding the Set/Accel switch will cause the engine speed to increase at the rate of *Engine Speed Ramp-Up w/Set/Accel (In-Cab)* (*N085*), until *Maximum Engine Speed using Switch Inputs* (*N086*) has been reached. Pressing and holding the Resume/Decel switch will cause the engine speed to decrease at the rate of *Engine Speed Ramp-down w/Res/Decel (In-Cab)* (*N084*), until the *PTO Mode Minimum Engine Speed* (*N106*) has been reached. For PTO Mode configured with remote controls, *Engine Speed Ramp-Up w/Set/Accel (Remote)* (*N093*) and *Engine Speed Ramp-down w/Res/Decel (Remote)* (*N091*) should be programmed instead.

In the event the engine speed request is canceled either manually or by interlock and the engine returns to PTO mode, the engine can be commanded to return to the previously stored engine speed by pressing the Resume/Decel switch.

Two methods of engine speed control are available when using the Set/Accel switch, and are selected using *Engine Speed Capture or Engine Speed Preset w/ Set Switch* (<u>N110</u>):

- Programmable Preset Engine Speed
- Capture and Hold Current Engine Speed

When Engine Speed Capture or Engine Speed Preset w/ Set Switch (<u>N110</u>) is OFF, pressing the Set/Accel switch immediately after the engine enters PTO Mode will cause the engine speed will increase to *PTO Mode Preset Engine Speed (In-Cab)* (<u>N087</u>).

When Engine Speed Capture or Engine Speed Preset w/ Set Switch (<u>N110</u>) is ON, the programmable preset engine speed functionality is replaced with engine speed capture functionality. In this configuration the Set/Accel switch may be pressed to capture and maintain the current engine speed.

PTO Mode Maximum Engine Speed Rate of Change (<u>N081</u>) limits the maximum rate at which the engine speed increases after a momentary operation of a PTO speed control switch. This is intended to protect equipment that is sensitive to rapid changes in engine speed. To utilize this limiter, Enable PTO Mode Engine Ramp Rate Limiter (<u>N109</u>) must be enabled.

Maximum Engine Torque in PTO Mode (<u>N077</u>) may be used to limit the torque produced by the engine while in PTO Mode. The torque value programmed is gross torque produced; this includes the internal calculated torque from the engine. The torque transmitted to the driveline will be lower than the programmed value.

When Remote PTO Engine Speed Control is configured with one preprogrammed preset speed, pressing Remote Set momentarily after entering PTO mode will cause the engine speed to increase to Remote PTO Preset Engine Speed 1 (N055). This functionality is not time dependent, and may be triggered at any time after entering PTO Mode, provided the Remote Set switch is momentarily pressed before any other input. If Remote Set is pressed a second time, or if any other switch is used first upon entering PTO mode, the engine will revert to normal PTO operation.

When Remote PTO Speed Control is enabled with two preprogrammed preset speeds, momentarily pressing Remote Set will cause the engine speed to increase to *Remote PTO Preset Engine Speed 1 (N055)*. Pressing Remote Set again will cause the engine speed to increase to *Remote PTO Preset Engine Speed 2 (N056)*. Subsequent presses of the Remote Set switch will cause the engine speed to increase beyond the second preset engine speed. Pressing and holding Remote Set will cause the engine speed to steadily increase by the preprogrammed rate. The Remote Resume switch functions normally. If it is desirable for the Remote Set switch to always cause the engine to jump to a single predefined speed, both *Remote PTO Preset Engine Speed 1 (N055)* and *Remote PTO Preset Engine Speed 2 (N056)* may be programmed to the same value.

When programming remote preset engine speeds, ensure that *Remote PTO Preset Engine Speed 1* (<u>N055</u>) is greater than or equal to *PTO Mode Minimum Engine Speed* (<u>N106</u>), and *Remote PTO Preset Engine Speed 2* (<u>N056</u>) is greater than or equal to Remote PTO Preset Engine Speed 1 (<u>N055</u>) and less than or equal to *Maximum Engine Speed using Switch Inputs* (<u>N086</u>). Figure 12.1 illustrates a general overview of how specific engine speed parameters must be programmed to prevent errors from occurring during the programming process within PACCAR Engine Pro. The parameters shown may be programmed to the same value as their neighboring parameters, but if they are programmed as separate values they must not deviate from the displayed order from least to greatest value.





Note: The Remote PTO Preset Engine Speed feature requires the PTO Preprogrammed Speed Setting functionality to be properly configured as *One Speed* or *Two Speeds* in the CECU software.



Disable In-Cab Accelerator Pedal in Remote PTO (<u>N307</u>) may be enabled to cause the the in-cab accelerator pedal to be disabled when operating the remote station engine speed controls. The accelerator pedal mode can be configured to behave as a linear engine speed pedal or a torque demand pedal using Accelerator Pedal Type in PTO Mode (<u>N073</u>).

Note: When Remote Station controls are selected, enabling the linear engine speed pedal option will cause the in-cab accelerator pedal to be disabled.

Remote PTO in Vehicle Parked State (<u>N088</u>) will specify if the engine, when configured for a Remote PTO configuration, will require the vehicle to be considered parked before the engine will enter PTO mode. This will require the parking brake to be engaged while stationary, and automated manual and automatic transmissions must not be in gear. If this parameter is not enabled, then the engine will require a CAN signal to request PTO mode. This parameter should only be disabled for remote applications configured for TSC1, and the body controller is providing a CANbased signal for PTO mode request.

DPF Regeneration in PTO Mode

Regen in PTO Mode allows the engine to perform DPF regenerations while PTO Mode is active or while the vehicle speed is less than 5 mph, allowing the engine to run continuously without the need to exit PTO Mode to perform a stationary DPF regeneration. This functionality is not California Air Resources Board (CARB) compliant for MX engines manufactured prior to June 2015.

It is important to carefully evaluate the application of the vehicle prior to selecting the Regen in PTO Mode option. There exist certain limitations on when DPF regeneration can occur, and it may be determined that Regen in PTO Mode is not required, or will not be beneficial to the vehicle. Refer to Table 12.7 to determine if the application is suitable for DPF Regeneration in PTO Mode.

1)) Will the vehicle be operating in PTO Mode for durations longer than 2		DPF Regeneration in PTO Mode is not recommended
	hours?	Yes	Continue to #2
2)	Does the application allow the driver	No	Continue to #3
_/	to exit PTO Mode on demand?	Yes	DPF Regeneration in PTO Mode is not recommended
3)	Will the customer be operating in	No	DPF Regeneration in PTO Mode is not recommended
	12.1?	Yes	DPF Regeneration in PTO Mode is recommended for this application

Table 12.7 – Regen in PTO Mode Application Suitability

PACCAR MX 700 600 Brake Torque (ft-lb) 500 400 300 200 100 0 202 1400-1750-1900-2100 Engine Speed (RPM)

Graph 12.1 – Regen in PTO Mode Capability Map (ISO Conditions)

Graph 12.1 indicates when DPF regeneration can occur. If the engine is operated in the green region, a DPF regen will likely be successful and Regen in PTO Mode will be beneficial to the vehicle. If the engine is operated in the blue region, a DPF regen is not likely to be successful and the engine should not be programmed with the Regen in PTO mode option. For additional information or ordering assistance, please contact the Engine Support Center.

The engine may also be configured to engage the engine fan during active DPF regenerations while in PTO mode. Engaging the fan can provide additional engine load and exhuast heat, which may result in more effective DPF regeneration. The engine fan can also provided additional cooling capacity during DPF regenerations.

Feature		Peterbilt
Mobile Cab Station Accelerator Only	1000291	2092046
Mobile Cab Station Accelerator + Switches	1000292	2092047
Stationary Cab Station Switches Only	1000293	2092048
Stationary Cab Station Switches + Accelerator	1000294	2092049
Stationary Remote Station Switches + Accelerator	1000295	2092052
Stationary Remote Station Switches Only	1000296	2092053
1 Remote PTO Preset Engine Speed	1000051	2140360
2 Remote PTO Preset Engine Speeds	1000052	2140370
Enable Regen in PTO Mode	1000174	2092089
Engine Fan Assist during Active Regen in PTO	1000176	2092091

Orderable Feature Options & Sales Codes

PACCAR MX

Programmable Parameters

Interlocks

N078	Page <u>54</u>	Min	Default	Max	Units		
Disable PTO Mod Depressed	le w/Clutch	OFF (0)	ON (1)	ON (1)	ON/OFF		
N079	Page <u>54</u>	Min	Default	Max	Units		
Require Parking E Mode	Brake for PTO	OFF (0)	OFF (0)	ON (1)	ON/OFF		
N080	Page <u>54</u>	Min	Default	Max	Units		
PTO Mode Vehicl	e Speed Limit	1	1	N001 - 6	MPH		
* Must be at least <i>(N001)</i>	6 MPH less than <i>Mi</i>	inimum Spe	ed to Disab	le Cruise C	ontrol		
N089	Page <u>54</u>	Min	Default	Max	Units		
Neutral Required	for PTO Mode	OFF (0)	ON (1)	ON (1)	ON/OFF		
* With UltraShift t	ransmissions, N089	= 0					
N101	Page <u>54</u>	Min	Default	Max	Units		
Disable PTO Mod Depressed	ON (1)	ON/OFF					
* Required for Mo * Required if <i>PTC</i>	* Required for Mobile Cab Station w/ Accelerator and Switches configurations * Required if <i>PTO Mode Vehicle Speed Limit (N080)</i> is greater than 3 MPH						

Global Limits and Set Points

N076	Page <u>55</u>	Min	Default	Max	Units
Maximum Engine Speed using Pedal Input		N106	2000	2000	RPM
* Must be greater than or equal to <i>PTO Mode Minimum Engine Speed (N106)</i> * Must be greater than or equal to <i>Maximum Engine Speed using Switch Inputs (N086)</i>					N106) n Inputs
N077	Page <u>56</u>	Min	Default	Max	Units
Maximum Engine Mode	Torque in PTO	148	1902	1902	LB-FT

N081	Page <u>56</u>	Min	Default	Max	Units
PTO Mode Maximum Engine Speed Rate of Change		50	75	200	RPM/SEC
* To Enable, <i>Ena</i> l	ble PTO Mode Engir	ne Ramp Ra	ate Limiter (I	V <i>109)</i> must	be ON
N086	Page <u>56</u>	Min	Default	Max	Units
Maximum Engine Speed using Switch Inputs		N106	2000	N076	RPM
* Must be greater than or equal to PTO Mode Minimum Engine Speed (N106) * Must be less than or equal to Maximum Engine Speed using Pedal Input (N076)					N106) out (N076)
N106	Page <u>55</u>	Min	Default	Max	Units
PTO Mode Minimum Engine Speed		N052	650	2000	RPM
* Must be greater	than or equal to Eng	gine Idle Sp	eed (N052)		
* May not be greater than 800 RPM if <i>Require Parking Brake for PTO Mode</i> (<i>N079</i>) <u>and</u> <i>Neutral Required for PTO Mode</i> (<i>N089</i>) are disabled					
N109	Page <u>56</u>	Min	Default	Max	Units
Enable PTO Mode Rate Limiter	e Engine Ramp	OFF (0)	OFF (0)	ON (1)	ON/OFF

In-Cab Control Configuration, Limits, and Set Points

N082	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Decrease w/ Res/Decel (In-Cab)		10	50	1000	RPM
N083	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Increase w/ Set/Accel (In-Cab)		10	50	1000	RPM
N084	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ramp-down w/Res/Decel (In-Cab)		10	250	1000	RPM/SEC
N085	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ramp-Up w/Set/Accel (In-Cab)		10	250	1000	RPM/SEC



N087	Page <u>56</u>	Min	Default	Max	Units
PTO Mode Preset Engine Speed (In- Cab)		0	780	2000	RPM
* To Enable, Engine Speed Capture or Engine Speed Preset w/ Set Switch (N110 must be PRESET (0)					tch (N110)
N110	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Capture or Engine Speed Preset w/ Set SwitchPRESET (0)CAPTURE (1)CAPTURE (1)N/A					N/A
* Mobile PTO applications require engine speed capture (1)					

Remote Control Configuration, Limits, and Set Points

N055	Page <u>57</u>	Min	Default	Max	Units
Remote PTO Preset Engine Speed		N106	780	N056	RPM
N056	Page <u>57</u>	Min	Default	Max	Units
Remote PTO Pres 2	set Engine Speed	N055	1030	N086	RPM
* Must be greater	than or equal to Rer	mote PTO P	Preset Engin	e Speed 1	(N055)
N073	Page <u>58</u>	Min	Default	Max	Units
Accelerator Pedal Type in PTO Mode		TORQUE (0)	SPEED (1)	SPEED (1)	N/A
N088	Page <u>58</u>	Min	Default	Max	Units
Remote PTO in Vehicle Parked State		OFF (0)	ON (1)	ON (1)	ON/OFF
N090	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Decrease w/Res/Decel (Remote)		10	50	1000	RPM
N091	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ramp-down w/Res/Decel (Remote)		10	250	1000	RPM/SEC

N092	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Inc (Remote)	rease w/Set/Accel	10	50	1000	RPM
N093	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ramp-Up w/Set/Accel (Remote)		10	250	1000	RPM/SEC
N102	Page <u>46</u>	Min	Default	Max	Units
Signal Source for Remote Main Switch		0	0	1	N/A
* 0 = Hardwired 1 1 = CAN PTO S					
N306	Page <u>46</u>	Min	Default	Max	Units
Enable Engine Speed Control via TSC1		OFF (0)	OFF (0)	ON (1)	ON/OFF
N307	Page <u>58</u>	Min	Default	Max	Units
Disable In-Cab Ao Remote PTO	ccelerator Pedal in	OFF (0)	OFF (0)	ON (1)	ON/OFF

PACCAR MX

ON/OFF Requirements

PTO Mode

ON (Any)	OFF (Any)
PTO ON/OFF switch in the ON position	PTO ON/OFF switch in the OFF position
Clutch pedal NOT depressed (if <i>PTO</i> <i>Mode Disabled with Clutch Pedal</i> <i>Depressed (N078)</i> is enabled)	Clutch pedal depressed (if <i>PTO Mode</i> <i>Disabled with Clutch Pedal Depressed</i> (N078) is enabled)
Service brake NOT depressed (if <i>PTO</i> <i>Mode Disabled with Service Brake</i> <i>Depressed (N101)</i> is enabled)	Service brake depressed (if <i>PTO Mode Disabled with Service Brake Depressed (N101)</i> is enabled)
Parking Brake Set (if <i>PTO Mode Enable</i> <i>Only with Parking Brake Set (N079)</i> is enabled)	Park Brake NOT Set (if <i>PTO Mode Enable Only with Parking Brake Set (N079)</i> is enabled)
Vehicle speed ≤ <i>Maximum Vehicle</i> Speed During PTO Operation (N080)	Vehicle speed > <i>Maximum Vehicle Speed</i> <i>During PTO Operation (N080)</i> + 6 MPH
Transmission in Neutral (if <i>PTO Mode</i> <i>Transmission Neutral Position Interlock</i> (N089) is enabled)	Transmission NOT in Neutral (if <i>PTO Mode</i> <i>Transmission Neutral Position Interlock</i> (N089) is enabled)

Additional Information

PTO on the Driver Display

Figure 12.3 shows an example of the indicator on the Driver Display when the PTO is mechanically engaged. This indicator does not necessarily mean the engine is in PTO Mode.







13.0 Application Road Speed Limiter

Overview

The Application Road Speed Limiter feature allows the engine to limit the maximum vehicle speed whenever a customer-specified input is supplied.

Standard Feature

• Without Application Road Speed Limiter

Feature Options

• Application Road Speed Limiter

The Application Road Speed Limiter (ARSL) allows the engine to limit vehicle speed whenever a customer-supplied input is active. This input may be a switch controlled by the operator or another input that is controlled by a function of the body equipment. For example, this may include devices such as a pressure switch being released by an elevated dump bed or activation of beacon/work lights. The ARSL has priority over the PTO Mode Vehicle Speed Limit (<u>N080</u>).

Enable Application Road Speed Limiter (<u>N311</u>) enables or disables the ARSL functionality. The desired vehicle speed limit is specified by *Application Road Speed Limiter Vehicle Speed* (<u>N313</u>). ARSL On/Off with 12V Signal (<u>N315</u>) determines if the supplied hardwired 12V input will activate or deactivate the ARSL. The 12V signal should be provided to pin 5 of the J2 (center) connector on the engine controller (PMCI).

Programmable Parameters

Interlocks

N311	Page <u>65</u>	Min	Default	Max	Units
Enable Application Road Speed Limiter		OFF (0)	OFF (0)	ON (1)	ON/OFF
N313	Page <u>65</u>	Min	Default	Max	Units
Application Road Speed Limiter Vehicle Speed		0	19	155	MPH
N315	Page <u>65</u>	Min	Default	Max	Units
ARSL On/Off with 12V Signal		OFF (0)	OFF (0)	ON (1)	ON/OFF

Activate/Deactivate Requirements

Activate (Any)	Deactivate (Any)
ARSL Switch Input Active	ARSL Switch Input Not Active



14.0 Driveline Protection

Overview

The Driveline Protection feature allows the engine to reduce the maximum torque output in order to protect driveline components when the drivetrain reduction is calculated to be above a calibrated ratio.

Standard Feature

• Standard

Standard provides normal operation of the advertised torque curve.

Feature Options

• Driveline Protection

Driveline Protection allows the engine to reduce the maximum available torque to 950 lbf-ft when it detects a transmission gear reduction greater than the calibrated value. This functionality provides the rated torque in all conditions, and only reduces torque output if one or both of the following conditions are met:

- The vehicle has an auxiliary transmission with gear ratio greater than 1.0:1
- Vehicle has a transmission in a forward or reverse gear with a gear ratio equal to or greater than 13.0:1

Driveline protection is automatically included within the programming for all multitorque engine ratings, as it utilizes the same software functions to enable the higher torque values of the multi-torque rating.

Orderable Feature Options & Sales Codes

Feature		Peterbilt
Enable Driveline Protection	1000239	2092074

Activate/Deactivate Requirements

Driveline Protection

Activate (Any)	Deactivate (Any)
Gear ratio > 13.0:1	Gear ratio < 13.0:1
Aux. trans. gear ratio > 1.0:1	Aux. trans. gear ratio < 1.0:1



15.0 Speed Control Management (SCM)

Overview

The Speed Control Management (SCM) feature is intended to help encourage fuelefficient shifting habits by reducing engine performance or restricting vehicle speed at elevated engine speeds. Speed Control Management consists of two control strategies: Progressive Shift (PGS) and Gear Down Protection (GDP), which may be enabled separately or in combination.

PACCAR offers pre-approved and validated PGS and GDP settings for most manual and automated-manual transmission powertrain configurations. Upon selection of at least one of the SCM features, optimized shift points and the gears in which SCM functionality will be active are identified by PACCAR and programmed into the vehicle. These shift points are based on the customer's powertrain configuration and requested performance optimization goals.

Standard Feature

• Without SCM

Feature Options

- Progressive Shift
- Gear Down Protection
- Progressive Shift and Gear Down Protection

Progressive Shift (PGS)

The Progressive Shift module is typically used to encourage earlier shifts in lower gears to improve fuel economy. By shifting earlier, the engine speed is reduced, improving fuel economy. PGS is a "soft" RPM limit that restricts the rate of engine acceleration when the engine speed is above a predefined engine speed limit. This provides a balance between encouraging a driver to shift at lower engine speeds and the driver's needs to remain in a gear longer to execute a shift under heavy load and/or on a hill. The driver's perception of the restricted engine acceleration gives a clear indication to execute an upshift. Full engine acceleration is restored after the driver executes a shift where the engine speed falls below the customer-defined limit in the next gear. Along with limiting engine acceleration, this function also provides a visual notification to the driver to shift via the driver display.

The Progressive Shift module will provide up to two engine speed limits, allowing customers to use a more aggressive limit in lower gears and a less aggressive limit in higher gears. 10-speed and 13-speed transmissions will receive a two-step engine speed limit, and 18-speed transmissions will receive a single step. The first and last gears of each progressive shift range are programmed to ensure it is properly configured to the customer's application and the powertrain configuration.

PGS Speed Step Count (<u>PS25</u>) specifies the number of distinct speed steps desired. PGS First Limit Gear Min (<u>PS26</u>) indicates the first gear number in which PGS will become active and PGS First Limit Gear Max (<u>PS28</u>) indicates the last gear the first PGS step will be active. PGS Second Engine Speed Limit (<u>PS29</u>) defines the engine



speed limit of the second step. *PGS Highest Gear* (*PS30*) specifies the last gear that the second step of PGS will be active. While PGS is active, engine speed will be "soft" limited to *PGS First Engine Speed Limit* (*PS27*) or *PGS Second Engine Speed Limit* (*PS29*) depending on the currently selected gear and the defined gear ranges for each step.

Gear Down Protection (GDP)

The Gear Down Protection module encourages the driver to shift into top gear when operating the vehicle at the target operating speed. This is done by restricting the road speed in gears below top gear. When enabled, GDP restricts operation of the vehicle at the target operating speed when not in top gear. This effectively prevents engine operation at excessive RPMs and, as a result, helps to improve fuel economy. GDP is a "hard" limit. The engine RPM, and therefore vehicle speed, will be limited to a specified value in the specified gears. Along with limiting engine RPM and vehicle speed, this function also provides a visual notification to the driver to shift via the driver display.

The gear down protection module offers a single programmable engine speed limit. Selection of the GDP module will automatically set the engine speed limit at one or two gears below top gear depending upon the combination of transmission, rear axle ratio, and equipped tires. Changes to the factory settings can be made post-delivery via a PRS file from the PACCAR Engine Support Center.

GDP First Gear Active (GP11) specifies the first selected gear in which the GDP "hard" engine speed limiter will become active, while GDP Last Gear Active (GP13) specifies the last selected gear that the GDP engine speed limiter will remain active. GDP Active Gear Count (GP14) is the number of gears that GDP will restrict engine speed to a maximum of GDP Engine Speed (GP12).

Application Guidelines

The SCM features are intended to be used with manual and automated-manual transmissions while operating in manual mode. The SCM feature is not available with 2-speed rear axles, auxiliary transmissions, Allison transmissions, or multi-speed transfer cases. A full list of application guidelines includes:

- Transmissions
 - Available on chassis equipped with Eaton 9, 10, 11, 13, or 18-speed manual transmissions
 - Available on chassis equipped with Eaton Ultrashift automatedmanual transmissions (while operating in manual mode)
 - Not available on chassis equipped with Allison transmissions
 - Not available on chassis with auxiliary transmissions
- Rear Axle Ratio
 - \circ Available on chassis with 2.53 to 4.33 rear axle ratios
 - Not available on chassis equipped with multi-speed rear axles

Orderable Feature Options & Sales Codes

Feature		Peterbilt
Progressive Shift (PGS)	1000276	2092084
Gear Down Protection (GDP)	1000277	2092085

Programmable Parameters

GP11	Page <u>68</u>	Min	Default	Max	Units
GDP First Gear Active		*	N/A	GP13	GEAR #
*Never program GDP to be active in 1 st gear for 9-12 Speed Transmissions					าร
*Never program GDP to be active in first two full gears in 18 speed transmissions (Example: for 18 Speed: Min gear = 5; for 13 Speed: Min gear = 3)					
GP12	Page <u>68</u>	Min	Default	Max	Units
GDP Engine Spee	d	1500	1680	1700	RPM
* If enabling GDP in more than one gear for 13 and 18 speed transmissions, maximum GDP Engine Speed is 1600 RPM					
GP13	Page <u>68</u>	Min	Default	Max	Units
GDP Last Gear Active		GP11	N/A	*	GEAR #
*Never program GDP to be active in top gear					
GP14	Page <u>68</u>	Min	Default	Max	Units
GDP Active Gear	Count	1	1	2	N/A
PS25	Page <u>67</u>	Min	Default	Max	Units
PGS Speed Step Count		0	0	2	N/A
PS26	Page <u>67</u>	Min	Default	Max	Units
PGS First Limit Gear Min		*	N/A	<ps28< td=""><td>GEAR #</td></ps28<>	GEAR #
*Never program PGS to be active in first Gear for 9-13 speed transmissions *Never program PGS to be active in first two split-gears in 18 speed transmissions					



PS27	Page <u>68</u>	Min	Default	Max	Units
PGS First Engine	Speed Limit	1400	N/A	PS29	RPM
*Minimum engine speed limit is 1400 RPM to ensure proper control system stability when PGS is active					
*Maximum engine speed limit is 1650 RPM to ensure the proper balance between fuel economy shifting and providing power while accelerating					
PS28	Page <u>67</u>	Min	Default	Max	Units
PGS First Limit Gear Max		>PS26	N/A	<ps30< td=""><td>GEAR #</td></ps30<>	GEAR #
*Never program PGS to be active in top gear					
PS29	Page <u>67</u>	Min	Default	Max	Units
PGS Second Engi	ne Speed Limit	PS27	N/A	1800	RPM
*The minimum RPM after a shift in any gear should not fall below 1100 RPM					
PS30	Page <u>68</u>	Min	Default	Max	Units
PGS Highest Gear		>PS30	N/A	*	GEAR #
*Never program PGS to be active in top gear					

ON/OFF Requirements

Progressive Shift

ON	OFF
PGS Sales Code Selected	No Sales Code
(Progressive Shift ON)	(Progressive Shift OFF)

GDP

ON	OFF
GDP Sales Code Selected	No Sales Code
(Gear Down Protection ON)	(Gear Down Protection OFF)



Activate/Deactivate Requirements

Progressive ShiftActivate	Deactivate
Engine speed ≥ Progressive Shift engine speed limit	Engine speed < Progressive Shift engine speed limit

GDP

Activate	Deactivate
Engine speed ≥ GDP engine speed limit	Engine speed < GDP engine speed limit



Additional Information

Progressive Shift Threshold Graphs

The black line in Graph 15.1 illustrates the Progressive Shift limit if applicable.



Graph 15.1 - One Engine Speed Control Limit

The blue line in Graph 15.2 illustrates the 1st Progressive Shift limit if applicable. The black line illustrates the 2nd Progressive Shift limit if applicable.



Graph 15.2 – Two Engine Speed Control Limits


Gear Down Protection Threshold Chart

The red line in Graph 15.3 illustrates Gear Down Protection in the gear below top gear.



Graph 15.3 – Gear Down Protection



16.0 Engine Recorder

Overview

The Engine Recorder records three types of engine-sensor and calculated-output data over the life of the vehicle, between reset and defined durations. Each type of data record is stored independently and depending on the type, multiple records might be stored. The records for the three recorders are retrievable with the DAVIE service tool.

Standard Feature

- Chart Recorder
- Trip Recorder
- Snapshot Recorder
- Faststop Recorder

The Chart Recorder allows the engine to store data over the life of the vehicle.

The Trip Recorder allows the engine to store data between resets. When the trip reset is triggered, the record is discarded and new data is collected.

The Snapshot Recorder allows the driver to trigger a recording event. Details on triggering the Snapshot Recorder are available in Engine Rapido. The Snapshot Recorder will record data 10 seconds before and 5 seconds after the trigger. Three Snapshot Recorder events will be stored.

Faststop Recorder allows the engine to trigger a recording event when vehicle deceleration is greater than *Faststop Recorder Threshold* (<u>N064</u>). The Faststop Recorder will record data 5 seconds before and 5 seconds after the trigger. Three Faststop Recorder events will be stored.

Feature Options

• Without Faststop Recorder

The Faststop recorder is enabled by default. Customers may disable the Faststop recorder at the time of production by selecting the appropriate sales code.

Orderable Feature Options & Sales Codes

Feature		Peterbilt
With Faststop Recorder	1000280	2092036
Without Faststop Recorder	1000281	2092037



Programmable Parameters

Faststop Recorder

N064	Page <u>74</u>	Min	Default	Max	Units
Faststop Recorde	er Threshold	2.24	8.95	15.65	MPH/SEC

ON/OFF Requirements

Faststop Recorder

ON	OFF
Faststop Recorder ON	Faststop Recorder OFF

Activate/Deactivate Requirements

Faststop Recorder

Activate	Deactivate
Vehicle deceleration rate is ≥ Deceleration Rate to Trigger Faststop Recorder	Vehicle deceleration rate is < Deceleration Rate to Trigger Faststop Recorder



17.0 Driver Shift Aid (DSA)

Overview

The Driver Shift Aid feature helps to reduce engine fuel consumption by communicating to the driver the need to upshift in order to reduce engine speed. It is designed to provide visual notifications through the driver display, encouraging the driver to perform an upshift at predefined engine speeds. Driver Shift Aid is compatible with vehicles equipped with manual transmissions or automatic transmissions operating in manual mode.

Note: The Driver Shift Aid feature is only available vehicles equipped with PACCAR MX engines manufactured after June 2015, and is not compatible with vehicles equipped with early model year 2015 or prior engines.

Standard Feature

• Without Driver Shift Aid

Feature Options

Driver Shift Aid

The Driver Shift Aid provides visual notifications informing the driver that the programmable engine speed limit has been reached and encourages the driver to upshift in order to reduce engine speed and decrease engine fuel consumption. Driver Shift Aid will advise the driver to upshift if a higher gear is available, the engine will not underspeed, and the amount of power or torque available after the upshift is not reduced. Driver Shift Aid is configurable to meet the customer's specific application needs.

Minimum DSA Vehicle Speed (<u>N246</u>) defines the speed at which Driver Shift Aid becomes active. Below this speed, Driver Shift Aid will not display upshift notifications. Driver Shift Aid Lowest Active Gear (<u>N247</u>) defines the lowest selected gear that Driver Shift Aid will become active, while Driver Shift Aid Highest Active Gear (<u>N248</u>) defines the highest selected gear that Driver Shift Aid functionality will remain active.

Orderable Feature Options & Sales Codes

Feature		Peterbilt
Driver Shift Aid	1903034	2092106



Programmable Parameters

N246	Page <u>76</u>	Min	Default	Max	Units
Driver Shift Aid Minimum Vehicle Speed		4	4	45	MPH
N247	Page <u>76</u>	Min	Default	Max	Units
Driver Shift Aid Lowest Active Gear		1	1	4	GEAR #
N248	Page <u>76</u>	Min	Default	Max	Units
Driver Shift Aid Hi	ighest Active Gear	5	TOP GEAR	TOP GEAR	GEAR #



Additional Information

Driver Shift Aid on the Driver Display

Figure 17.1 and Figure 17.2 show examples of the dedicated Driver Shift Aid screens on the driver display, when an upshift is recommended from a known gear.





Figure 17.1 – NAMUX 2 & 3; Left: Kenworth, Right: Peterbilt





Figure 17.2 – Large Display; Left: Kenworth, Right: Peterbilt

Figure 17.3 and Figure 17.4 show examples of the dedicated Driver Shift Aid screens on the driver display, when an upshift is recommended from an unknown gear.





Figure 17.3 – NAMUX 2 & 3; Left: Kenworth, Right: Peterbilt









18.0 Driver Reward

Overview

The Driver Reward feature is designed to improve fuel economy by providing incentive for drivers to meet customer-defined goals for fuel economy and idle time. The vehicle speed limit may be lowered when goals are not met, or increased to reward drivers for meeting the goals.

Note: The Driver Reward feature is only available vehicles equipped with PACCAR MX engines manufactured after June 2015, and is not compatible with vehicles equipped with early model year 2015 or prior engines.

Standard Feature

• Without Driver Reward

Feature Options

- Fuel Economy Evaluation
- Idle Time Evaluation

The Driver Reward feature provides the driver with increased vehicle speed for meeting customer-defined fuel consumption and idle time goals. The customer has the option of evaluating driver performance based on Fuel Economy, Idle Time Percentage, or both. *Driver Reward Offset Mode* (<u>N219</u>) may also be configured to apply vehicle speed rewards to the cruise control vehicle speed limit, the accelerator pedal vehicle speed limit, or both.

The Fuel Economy option allows the engine to monitor and compare actual fuel economy to *Fuel Efficiency Expected Threshold* (<u>N232</u>), which is the threshold at which neither a reward nor penalty will be imposed on the driver. The *Driver Reward Maximum Bonus* (<u>N224</u>) will be applied if the measured fuel economy is greater than or equal to *Fuel Efficiency Bonus Threshold* (<u>N231</u>). The *Driver Reward Maximum Penalty* (<u>N227</u>) will be applied if the measured fuel economy is less than or equal to *Fuel Efficiency Penalty Threshold* (<u>N233</u>). As the driver improves the measured fuel economy, the maximum vehicle speed will increase with the driver's performance, until the *Driver Reward Maximum Bonus* (<u>N224</u>) has been reached. As the driver decreases the measured fuel economy, the vehicle speed penalty will gradually increase with the driver's performance, until the *Driver Reward Maximum Penalty* (<u>N227</u>) has been reached.

The Percent Idle Time option allows the engine to monitor the percentage of engine idle time and compare it to *Idle Time Expected Threshold* (N236), which is the threshold at which neither a reward nor penalty will be imposed on the driver. The *Driver Reward Maximum Bonus* (N224) will be applied if the recorded percentage of idle time is less than or equal to Idle Time Bonus Threshold (N235). The Driver Reward Maximum Penalty (N227) will be applied if the recorded percentage of idle time is greater than or equal to *Idle Time Penalty Threshold* (N237). As the driver decreases the recorded percentage of idle time, the maximum vehicle speed will increase until the *Driver Reward Maximum Bonus* (N224) has been reached. As the driver decreases the recorded percentage of idle time, the vehicle speed penalty will gradually increase until the *Driver Reward Maximum Penalty* (N227) has been reached.

If Fuel Economy and Percent Idle Time are both enabled, the Driver Reward performance criteria are evaluated individually and the overall vehicle speed bonus or penalty will be determined from the lowest individual bonus or penalty.

The following figures may help to illustrate how the Driver Reward feature functions under different configurations and scenarios.



Figure 18.1 – Example Driver Reward Scenario #1



Figure 18.2 - Example Driver Reward Scenario #2



Figure 18.3 - Example Driver Reward Scenario #3

On Greenhouse Gas (GHG) compliant vehicles, *GHG Maximum Speed Limit* (<u>N170</u>) will limit the overall maximum speed of the vehicle, until the GHG expiration mileage has been exceeded. The GHG expiration mileage is available in the chassis information within PEP, and may not be changed. For vehicles which have exceeded the GHG expiration mileage, the *GHG Maximum Speed Limit* (<u>N170</u>) will be ignored. In order to provide a speed bonus on vehicles subject to the *GHG vehicle speed limiter*, the *Maximum Accelerator Pedal Vehicle Speed* (<u>N162</u>) or *Maximum Cruise Control Target Speed* (<u>N006</u>) must be lower than *GHG Maximum Speed Limit* (<u>N170</u>).

The six parameters which control the bonus, expected, and penalty thresholds of fuel economy and idle time evaluations are configurable using <u>ONLY</u> the PEP interface, and the default values listed in Programmable Parameters will be applied automatically during the ordering process. As the engine progresses in mileage or changes duty-cycles, these parameters may be altered to more appropriately fit the engine's expected behavior.

Orderable Feature Options & Sales Codes

Feature		Peterbilt
Enable Driver Reward	1903030	2092102
Enable Fuel Economy Evaluation	1903032	2092104
Enable Idle Time Evaluation	1903033	2092105



Programmable Parameters

N219	Page <u>79</u>	Min	Default	Max	Units	
Driver Reward Of	fset Mode	0	3	3	N/A	
 * 0 = No Driver Rewards 1 = Only During Accelerator Pedal Control 2 = Only While Cruise Control Active 3 = Always On 						
N224	Page <u>79</u>	Min	Default	Max	Units	
Maximum Vehicle	Speed Bonus	0	2	4	MPH	
N227	Page <u>79</u>	Min	Default	Max	Units	
Maximum Vehicle	Speed Penalty	0	- 2	- 4	MPH	
N231	Page <u>79</u>	Min	Default	Max	Units	
Fuel Economy Threshold for Vehicle Speed Bonus		0	9.0	25.8	MPG	
* Programmable of	only in PACCAR Eng	ine Pro				
N232	Page <u>79</u>	Min	Default	Max	Units	
Expected Fuel Ec	onomy	0	7.0	21.1	MPG	
* Programmable of	only in PACCAR Eng	ine Pro				
N233	Page <u>79</u>	Min	Default	Max	Units	
Fuel Economy Th Speed Penalty	reshold for Vehicle	0	5.0	16.4	MPG	
* Programmable of	only in PACCAR Eng	ine Pro				
N235	Page <u>79</u>	Min	Default	Max	Units	
Idle Time Thresho Speed Bonus	ld for Vehicle	0	5	100	%	
* Programmable only in PACCAR Engine Pro						

N236	Page <u>79</u>	Min	Default	Max	Units	
Expected Vehicle Idle Time		0	15	100	%	
* Programmable o	* Programmable only in PACCAR Engine Pro					
N237	Page <u>79</u>	Min	Default	Max	Units	
Idle Time Threshold for Vehicle Speed Penalty		0	25	100	%	
				ļ		



Additional Information

Driver Reward on the Driver Display

Figure 18.4 and Figure 18.5 show examples of Driver Reward screens on the driver display, indicating trends contributing to the bonus or penalty.











Figure 18.5 – Large Display; Left: Kenworth, Right: Peterbilt

Figure 18.6 and Figure 18.7 show examples of Driver Reward screens on the driver display while the vehicle is parked.













19.0 Ether Starting Aid

Overview

The Ether Starting Aid is a fully integrated system that provides increased starting capabilities for extreme cold weather conditions. This feature is controlled by the engine and will inject ether into the air-intake system when required to start the engine.

Standard Feature

• Without Ether Starting Aid

Without Ether Starting Aid allows the engine to start normally.

Feature Options

• Ether Starting Aid

Ether Starting Aid allows the engine to control when ether will be injected into the intake system to assist in the starting of the engine in extreme cold weather conditions.

Orderable Feature Options & Sales Codes

Feature		Peterbilt
With Ether Starting Aid	1502060	N/A



20.0 Parameters

The following table of parameters is listed in numeric order.

Comprehensive Parameter List					
N001	Page <u>26</u>	Min	Default	Max	Units
Minimum Speed t Control	o Disable Cruise	N080 + 6	16	37	MPH
* Must be at least	6 MPH greater than	PTO Mode	> Vehicle Sp	eed Limit (I	N080)
N002	Page <u>25</u>	Min	Default	Max	Units
Minimum Speed t Control	o Enable Cruise	N001 + 3	19	40	MPH
* Must be at least (N001)	3 MPH greater than	Minimum S	Speed to Dis	able Cruise	e Control
N003	Page <u>25</u>	Min	Default	Max	Units
Minimum Cruise (Speed	Control Target	N002	19	43	MPH
* Must be greater (N002)	than or equal to Min	nimum Spee	d to Enable	Cruise Cor	ntrol
N004	Page <u>25</u>	Min	Default	Max	Units
Vehicle Speed De w/Res/Decel	crease	1	1	6	MPH
N005	Page <u>25</u>	Min	Default	Max	Units
Vehicle Speed Inc	crease w/Set/Accel	1	1	6	MPH
N006	Page <u>25</u>	Min	Default	Max	Units
Maximum Cruise Speed	Control Target	25	64	100	MPH
N013	Page <u>38</u>	Min	Default	Max	Units
Downhill Speed L Speed Offset	imiter Vehicle	2	4	6	MPH

N014	Page <u>38</u>	Min	Default	Max	Units
Auto-Retarder Ve	hicle Speed Offset	2	4	6	MPH
N015	Page <u>38</u>	Min	Default	Max	Units
Engine Brake Dis Gear	abled When Out of	OFF (0)	ON (1)	ON (1)	ON/OFF
N019	Page <u>38</u>	Min	Default	Max	Units
Time Delay for Re	etarder Activation	0.1	0.1	3	SEC
N026	Page <u>38</u>	Min	Default	Max	Units
Minimum Vehicle Speed for Engine Brake Activation		1	1	30	MPH
N039	Page <u>26</u>	Min	Default	Max	Units
Multi-Torque Only when Cruise Active		OFF (0)	OFF (0)	ON (1)	ON/OFF
N051	Page <u>12</u>	Min	Default	Max	Units
Fuel Density		780	855	950	g/L
N052	Page <u>14</u>	Min	Default	Max	Units
Engine Idle Speed	d	650	650	700	RPM
N055	Page <u>57</u>	Min	Default	Max	Units
Remote PTO Pres 1	set Engine Speed	N106	780	N056	RPM
N056	Page <u>57</u>	Min	Default	Max	Units
Remote PTO Preset Engine Speed		N055	1030	N086	RPM
* Must be greater	than or equal to Rer	note PTO F	Preset Engin	e Speed 1	(N055)
N057	Page <u>24</u>	Min	Default	Max	Units
Minimum Fan Clu Time	tch Engagement	30	30	60	SEC

N064	Page <u>74</u>	Min	Default	Max	Units
Faststop Recorde	r Threshold	2.24	8.95	15.65	MPH/SEC
N065	Page <u>12</u>	Min	Default	Max	Units
Minimum Speed f Temp Warning	or High Exhaust	5	5	50	MPH
N071	Page <u>22</u>	Min	Default	Max	Units
Enable Fast Idle (Control	OFF (0)	ON (1)	ON (1)	ON/OFF
N072	Page <u>22</u>	Min	Default	Max	Units
Maximum Engine Control	Speed in Fast Idle	650	1900	1900	RPM
N073	Page <u>58</u>	Min	Default	Max	Units
Accelerator Pedal Type in PTO Mode		TORQUE (0)	SPEED (1)	SPEED (1)	N/A
N076	Page <u>55</u>	Min	Default	Max	Units
Maximum Engine Speed using Pedal Input		N106	2000	2000	RPM
* Must be greater * Must be greater <i>(N086)</i>	than or equal to <i>PT</i> than or equal to <i>Ma</i> .	0 Mode Mir ximum Eng	nimum Engir ine Speed u	ne Speed (I sing Switch	N106) n Inputs
N077	Page <u>56</u>	Min	Default	Max	Units
Maximum Engine Mode	Torque in PTO	148	1902	1902	LB-FT
N078	Page <u>54</u>	Min	Default	Max	Units
Disable PTO Mode w/Clutch Depressed		OFF (0)	ON (1)	ON (1)	ON/OFF
N079	Page <u>54</u>	Min	Default	Max	Units
Require Parking E Mode	Brake for PTO	OFF (0)	OFF (0)	ON (1)	ON/OFF

N080	Page <u>54</u>	Min	Default	Max	Units
PTO Mode Vehicl	e Speed Limit	1	1	N001 - 6	MPH
* Must be at least <i>(N001)</i>	6 MPH less than <i>Mi</i>	nimum Spe	ed to Disab	le Cruise C	ontrol
N081	Page <u>56</u>	Min	Default	Max	Units
PTO Mode Maxim Rate of Change	num Engine Speed	50	75	200	RPM/SEC
* To Enable, <i>Ena</i> l	ble PTO Mode Engin	e Ramp Ra	ate Limiter(N	<i>1109)</i> must	be ON (1)
N082	Page <u>56</u>	Min	Default	Max	Units
Engine Speed De Res/Decel (In-Cal	crease w/ b)	10	50	1000	RPM
N083	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Increase w/ Set/Accel (In-Cab)		10	50	1000	RPM
N084	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ra w/Res/Decel (In-0	mp-down Cab)	10	250	1000	RPM/SEC
N085	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ra (In-Cab)	mp-Up w/Set/Accel	10	250	1000	RPM/SEC
N086	Page <u>56</u>	Min	Default	Max	Units
Maximum Engine Switch Inputs	Speed using	N106	2000	2000	RPM
* Must be greater	than or equal to PT	O Mode Mir	nimum Engir	ne Speed (I	V106)
N087	Page <u>56</u>	Min	Default	Max	Units
PTO Mode Prese Cab)	0	780	2000	RPM	
* To Enable, <i>Engine Speed Capture or Engine Speed Preset w/ Set Switch (N110)</i> must be PRESET (0)					

N088	Page <u>58</u>	Min	Default	Max	Units
Remote PTO in V State	ehicle Parked	OFF (0)	ON (1)	ON (1)	ON/OFF
N089	Page <u>54</u>	Min	Default	Max	Units
Neutral Required	for PTO Mode	OFF (0)	ON (1)	ON (1)	ON/OFF
* Recommended	to be disabled with E	aton Ultras	hift transmis	sions	
N090	Page <u>56</u>	Min	Default	Max	Units
Engine Speed De w/Res/Decel (Rer	crease note)	10	50	1000	RPM
N091	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ra w/Res/Decel (Rer	mp-down note)	10	250	1000	RPM/SEC
N092	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Increase w/Set/Accel (Remote)		10	50	1000	RPM
N093	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Ramp-Up w/Set/Accel (Remote)		10	250	1000	RPM/SEC
N101	Page <u>54</u>	Min	Default	Max	Units
Disable PTO Mod Depressed	e w/ Brake	OFF (0)	ON (1)	ON (1)	ON/OFF
* Required for Mo * Required if <i>PTC</i>	bile Cab Station w/ A Mode Vehicle Spee	Accelerator	and Switche 80) is greate	es configura er than 3 M	ations PH
N102	Page <u>46</u>	Min	Default	Max	Units
Signal Source for Remote Main Switch		0	0	1	N/A
* 0 = Hardwired 12V 1 = CAN Signal					

N103	Page <u>22</u>	Min	Default	Max	Units
Engine Speed Inc	rease w/ Set/Accel	10	250	1000	RPM/SEC
N104	Page <u>22</u>	Min	Default	Max	Units
Engine Speed De Res/Decel	crease w/	10	250	1000	RPM/SEC
N105	Page <u>22</u>	Min	Default	Max	Units
Engine Speed Ramp-down w/ Res/Decel		10	100	1900	RPM
N106	Page <u>55</u>	Min	Default	Max	Units
PTO Mode Minim	PTO Mode Minimum Engine Speed		650	2000	RPM
* Must be greater than or equal to <i>Engine Idle Speed (N052)</i> * May not be greater than 800 RPM if <i>Require Parking Brake for PTO Mode (N079)</i> and <i>Neutral Required for PTO Mode (N089)</i> are disabled					ode
N107	Page <u>22</u>	Min	Default	Max	Units
Engine Speed Ramp-Up w/ Set/Accel		10	100	1900	RPM
N109	Page <u>56</u>	Min	Default	Max	Units
Enable PTO Mode Engine Ramp Rate Limiter		OFF (0)	OFF (0)	ON (1)	ON/OFF
N110	Page <u>56</u>	Min	Default	Max	Units
Engine Speed Capture or Engine Speed Preset w/ Set Switch		PRESET (0)	CAPTURE (1)	CAPTURE (1)	N/A

* In-Cab use only

* Not available with mobile applications

N162	Page <u>29</u>	Min	Default	Max	Units
Maximum Accelerator Pedal Vehicle Speed		25	64	155	MPH

N169	Page <u>29</u>	Min	Default	Max	Units
GHG Expiration D	Distance	0	0	1,259,000	MILES
* Configurable in	Prospector Only				
N170	Page <u>29</u>	Min	Default	Max	Units
GHG Maximum S	peed Limit	0	121	121	MPH
* Configurable in	Prospector Only				
N178	Page <u>14</u>	Min	Default	Max	Units
Allow Idle Timer F Warning	Reset During	OFF (0)	ON (1)	ON (1)	ON/OFF
N179	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset from Park Brake		OFF (0)	ON (1)	ON (1)	ON/OFF
N182	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Low Coolant Temperature Override Threshold		2	30	260	°F
N183	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Engine	Load Threshold	0	35	100	%
N184	Page <u>15</u>	Min	Default	Max	Units
Idle Timer High A Threshold	mbient Temp	-40	80	490	°F
N185	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Low Ambient Temp Threshold		-40	39	490	°F
N186	Page <u>15</u>	Min	Default	Max	Units
Idle Time in PTO	Mode	1	5	1092	MIN
N187	Page <u>14</u>	Min	Default	Max	Units
Idle Time w/ Park	ing Brake Set	1	5	1092	MIN

N188	Page <u>14</u>	Min	Default	Max	Units
Idle Time w/ Park Released	ing Brake	1	5	1092	MIN
N190	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Engine Load	Reset from	OFF (0)	ON (1)	ON (1)	ON/OFF
* Requires Enable	e Idle Timer Override	from Engir	ne Load (N1	<i>91)</i> to be di	sabled
N191	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Engine Load	Override from	OFF (0)	ON (1)	ON (1)	ON/OFF
* Requires <i>Enable Idle Timer Reset from Engine Load (N190)</i> to be disabled * Not Available in PTO Mode					bled
N193	Page <u>15</u>	Min	Default	Max	Units
Idle Timer Expirat	ion Distance	0	500,000	1,259,000	MILES
N194	Page <u>14</u>	Min	Default	Max	Units
Idle Timer Shutdown Warning Duration		30	60	255	SEC
N197	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset	Accelerator Pedal	OFF (0)	ON (1)	ON (1)	ON/OFF
N198	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset	Service Brake	OFF (0)	ON (1)	ON (1)	ON/OFF
N199	Page <u>15</u>	Min	Default	Max	Units
Enable Idle Timer Reset	Clutch Pedal	OFF (0)	ON (1)	ON (1)	ON/OFF

N219	Page <u>79</u>	Min	Default	Max	Units
Driver Reward Of	fset Mode	0	3	3	N/A
* 0 = No Driver R 1 = Only During 2 = Only While 3 = Always On	ewards Accelerator Pedal C Cruise Control Active	Control Ə			
N224	Page <u>79</u>	Min	Default	Max	Units
Driver Reward Ma	aximum Bonus	0	2	4	MPH
N227	Page <u>79</u>	Min	Default	Max	Units
Driver Reward Ma	aximum Penalty	0	- 2	- 4	MPH
N231	Page <u>79</u>	Min	Default	Max	Units
Fuel Efficiency Bo	onus Threshold	0	9.0	25.8	MPG
* Programmable of	only in PACCAR Eng	ine Pro			
N232	Page <u>79</u>	Min	Default	Max	Units
Fuel Efficiency Ex	pected Threshold	0	7.0	21.1	MPG
* Programmable of	only in PACCAR Eng	ine Pro			
N233	Page <u>79</u>	Min	Default	Max	Units
Fuel Efficiency Pe	enalty Threshold	0	5.0	16.4	MPG
* Programmable of	only in PACCAR Eng	ine Pro			
N235	Page <u>79</u>	Min	Default	Max	Units
Idle Time Bonus T	hreshold	0	5	100	%
* Programmable o	nly in PACCAR Engi	ne Pro			
N236	Page <u>79</u>	Min	Default	Max	Units
Idle Time Expected	d Threshold	0	15	100	%
* Programmable only in PACCAR Engine Pro					

N237	Page <u>79</u>	Min	Default	Max	Units
Idle Time Penalty	Threshold	0	25	100	%
* Programmable o	nly in PACCAR Engi	ne Pro			
N246	Page <u>76</u>	Min	Default	Max	Units
Minimum DSA Veł	nicle Speed	4	4	45	MPH
N247	Page <u>76</u>	Min	Default	Max	Units
Driver Shift Aid Lo	west Active Gear	1	1	4	GEAR #
N248	Page <u>76</u>	Min	Default	Max	Units
Driver Shift Aid Hig	ghest Active Gear	5	TOP GEAR	TOP GEAR	GEAR #
N296	Page	Min	Default	Max	Units
Scale Acceleratio	n Target	SLOW	NORMAL	FAST	N/A
N306	Page <u>46</u>	Min	Default	Max	Units
Enable Engine Sp TSC1	eed Control via	OFF (0)	OFF (0)	ON (1)	ON/OFF
N307	Page <u>58</u>	Min	Default	Max	Units
Disable In-Cab Ac Remote PTO	celerator Pedal in	OFF (0)	OFF (0)	ON (1)	ON/OFF
N311	Page <u>58</u>	Min	Default	Max	Units
Enable Application	Road Speed	OFF (0)	OFF (0)	ON (1)	ON/OFF
N313	Page <u>58</u>	Min	Default	Max	Units
Application Road Speed Limiter Vehicle Speed		0	19	155	MPH
N315	Page <u>58</u>	Min	Default	Max	Units
ARSL On/Off with	12V Signal	OFF (0)	OFF (0)	ON (1)	ON/OFF

GP11	Page <u>68</u>	Min	Default	Max	Units
GDP First Gear Ac	tive	1	N/A	GP13	GEAR #
GP12	Page <u>68</u>	Min	Default	Max	Units
GDP Engine Spee	d	1500	1680	1700	RPM
GP13	Page <u>68</u>	Min	Default	Max	Units
GDP Last Gear Ac	tive	GP11	N/A	NOT TOP GEAR	GEAR #
GP14	Page <u>68</u>	Min	Default	Max	Units
GDP Active Gear	Count	N/A	N/A	N/A	N/A
PS25	Page <u>67</u>	Min	Default	Max	Units
PGS Speed Step Count		0	N/A	2	N/A
PS26	Page <u>67</u>	Min	Default	Max	Units
PGS First Limit Ge	ear Min	1	N/A	<ps28< td=""><td>GEAR #</td></ps28<>	GEAR #
PS27	Page <u>68</u>	Min	Default	Max	Units
PGS First Engine	Speed Limit	1400	N/A	PS29	RPM
PS28	Page <u>67</u>	Min	Default	Max	Units
PGS First Limit Ge	ear Max	>PS26	N/A	<ps30< td=""><td>GEAR #</td></ps30<>	GEAR #
PS29	Page <u>67</u>	Min	Default	Max	Units
PGS Second Engi	ne Speed Limit	PS27	N/A	1800	RPM
PS30	Page <u>68</u>	Min	Default	Max	Units
PGS Highest Gear		>PS30	N/A	TOP GEAR	GEAR #



21.0 Troubleshooting Errors in PACCAR Engine Pro

When changing parameters in PACCAR Engine Pro, errors may occur when paramters are configured outside of their intended ranges or if conflicts exist between paramters. Programming rules are enforced when submitting new software configurations, and error messages may appear. The following table is intended to provide clarification of commonly encountered error messages and requirements to resolve them:

Error Message

N006~MUST~BE~GTE~N003~PLUS~5MPH

The Maximum Cruise Control Target Speed (N006) must be at least 5 MPH greater than Minimum Cruise Control Target Speed (N003)

N055~MUST~BE~LESS~THAN~N056

Remote PTO Preset Engine Speed 1 (N055) must be less than Remote PTO Preset Engine Speed 2 (N056)

N055~MUST~BE~WITHIN~N106~AND~N056

Remote PTO Preset Engine Speed 1 (N055) must be greater than or equal to PTO Mode Minimum Engine Speed (N106), and also less than or equal to Remote PTO Preset Engine Speed 2 (N056)

N056~MUST~BE~WITHIN~N055~AND~N086

Remote PTO Preset Engine Speed 2 (N056) must be greather than or equal to Remote PTO Preset Engine Speed 1 (N055), and also less than or equal to Maximum Engine Speed using Switch Inputs (N086)

N076~MUST~BE~GTE~MIN~PTO~ESPD~N106

Maximum Engine Speed using Pedal Input (N076) must be greater than or equal to PTO Mode Minimum Engine Speed (N106)

N078~MUST~BE~DISABLED~IF~N079~~~EQ~~~0

Disable PTO Mode w/Clutch Depressed (N079) must be disabled if Require Parking Brake for PTO Mode (N079) is disabled

N079~MUST~BE~DISABLED~FOR~MOBILE~PTO

Require Parking Brake for PTO Mode (N079) must be disabled for Mobile PTO control type selections

N079~MUST~BE~ENABLED~FOR~REMOTE~PTO

Require Parking Brake for PTO Mode (N079) must be enabled for Remote PTO control type selections

N079~MUST~BE~ENABLED~FOR~STATIONARY~PTO

Require Parking Brake for PTO Mode (N079) must be enabled for Stationary PTO control type selections



N086~MUST~EQUAL~N106~FOR~THIS~CONFIGURATION

Maximum Engine Speed using Switch Inputs (N086) must be equal to PTO Mode Minimum Engine Speed (N106) when Mobile Pedal-Only configuration is selected

N086~MUST~BE~GTE~N106

Maximum Engine Speed using Switch Inputs (N086) must be greater than or equal to PTO Mode Minimum Engine Speed (N106)

N101~MUST~BE~ENABLED

Disable PTO Mode w/ Brake Depressed (N101) must be enabled if Mobile PTO w/ Pedal and Switch Controls are selected, and PTO Mode Vehicle Speed Limit (N080) is greater than 3 MPH

N102~INVALID~FOR~THIS~CONFIGURATION

Signal Source for Remote Main Switch (N102) can only be configured for CAN (1) for Remote PTO control configurations

N106~MUST~BE~LT~800~IF~N079~AND~N089~ARE~DISABLED

PTO Mode Minimum Engine Speed (N106) cannot be greater than 800 RPM if Require Parking Brake for PTO Mode (N079) and Neutral Required for PTO Mode (N089) are disabled

N110~MUST~EQ~NONE~(1)~FOR~THIS~CONFIGURATION

Engine Speed Capture or Engine Speed Preset w/ Set Switch (N110) must be set to NONE for mobile PTO applications

TSC1~NOT~ALLOWED

TSC1 Engine Speed Control is not allowed, unless Remote PTO w/o Throttle Pedal control type is selected

22.0	Document Change Notes
1/10/2018	Added specification in section 1 to specify guide is for vehicles not
.,	equipped with VECU
	Added N296 (Scale Acceleration Target) parameter and description
	 Added N026 (Minimum Vehicle Speed to Enable Engine Brake)
	parameter and description
	Added table 9.1 to determine overall maximum vehicle speed limit
	based on vehicle configuration
	 Added Section 21.0 PEP error troubleshooting guide to address
	common configuration errors
	Added section 13.0 for Application Road Speed Limiter functionality
	New parameters
	 N311 Enable Application Road Speed Limiter
	 N313 Application Road Speed Limiter Vehicle Speed
	 N315 ARSL On/Off with 12V Signal
	 Working to get PEP description updated with
	correct selection options
	 Section 19.0 re-introduced for Ether Start Aid functionality
	 mistakenly retracted from some previous guides
	 Removed programming requirements from N055, as they are no
	longer enforced
	 Labeled In-Cab Throttle Pedal as optional in Remote PTO
	configuration tables, as they are configurable in PEP
	Added sales codes for "With FastStop Recorder" (default option) in
	section 16.0