NAVISTAR®

International® T14 (2023)

Overview: *FEPTO/REPTO*

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General Overview: FEPTO/REPTO

The front or rear engine mounted PTOs provide power to pumps and other devices that are added by the body builders.

Description and Operation

> *NOTE: Refer to the vehicle operation and maintenance manual, as well as the S13 engine operation and maintenance manual, for additional information on operation and indications.*

FEPTO/REPTO operation requires an input to the BCM, when the FEPTO/REPTO is in use. The BCM will send messages on the datalink to the ECM and TCM when this input is activated. The TCM and PIM use this message to optimize vehicle performance.

Programmable Parameters

The following programmable parameters will configure the body control module, TCM and the PIM to support FEPTO/REPTO operation.

Parameters indicated as Customer Programmable can be adjusted differently than the production assembly plant setting to meet the customer's needs. If the parameter is indicated as non-customer programmable, the parameter setting is preset from the factory and cannot be changed without dealer authorization.

TCM Parameter

Parameter Value	Description	Possible Values	Cust Pgrm	Recommended Settings
TCM Clutch Control Strategy with FEPTO/REPTO (CCSWCIPTO) (D00D 000)	Clutch control strategy during clutch engagement when an engine or flywheel mounted PTO is active. In this case the engine reported torque may be less accurate than during normal conditions and this offset is independent of clutch position. Default for all customers should be 1. Closed loop torque control. This uses the normal take-off algorithm. Option 2. Open loop torque control changes the take-off algorithm when the engine PTO is engaged. The take-off will have lower performance but be more robust in cases when the transmission does not know how much of the engine torque can be used. This could be used in applications where PTO load changes during the take-off. Hook lift connected to the engine PTO would be an example. Usually changed by the body builder.	1,Closed loop torque control 2,Open loop torque control	YES	1, Closed loop torque control

Parameter Value	Description	Possible Values	Cust Pgrm	Recommended Settings
	Open loop torque control could also be something to change if there are complaints about the take offs when engine PTO is engaged/used.			

ECM Parameter

Parameter Value	Description	Possible Values	Cust Pgrm	Recommended Settings
CEM1 Engine Speed Limiter with Engine PTO (MED) (1052 000)	Provide a constant engine speed limiter for engine PTO. Applied if an engine PTO is engaged. Engagement of the PTO is reported to the ECM with CAN messages for the individual PTOs from the body builder controller.	0 – Max Engine Speed	Dealer	Customer Chosen

BCM Feature

Parameter Value	Description	Possible Values	Cust Pgrm	Recommended Settings
0597688 BCM PROG, FEPTO/REPTO message to TCM	REPTO/FEPTO_Feedback_Signal 1602-F15 Digital Input for the feedback of FEPTO/REPTO to BCM.	Installed Not Installed	Dealer	

Frequently Asked Questions

None

Definitions/Acronyms

The following terms are referenced in this document:

Acronym	Definition
BCM	Body Control Module
PIM	Powertrain Integration Module
CEM1	Engine Control Module
FEPTO	Front Engine Power Take Off
REPTO	Rear Engine Power Take Off