

PREVOST

ENREGISTRÉ - REGISTERED
ISO 9001 & ISO 14001

**WARRANTY
BULLETIN**

Wb08-13



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|---|---------------------------|
| DATE : JULY 2008 | SECTION : 06 - Electrical |
| EXPIRATION: JULY 2010 | |
| SUBJECT : REPLACEMENT OF THE DASHBOARD STATIONNARY REGENERATION SWITCH - DETROIT DIESEL S60 ENGINE ONLY | |

APPLICATION

| Model | VIN |
|--|---|
|  H3-41, H3-45 Coaches Model Year : 2007 – 2009 |  Vehicles 2PCH334907C71 0698 2PCH334958171 0855 2PCH334968171 0749 and from 2PCH334928C71 1045 up to 2PCH334989C71 1360 incl. |
|  VIP Motorhomes Model Year : 2007 – 2008 | Vehicle 2PCV334947171 0671 and from 2PCV334977C71 0944 up to 2PCV334988C71 1358 incl. |
|  X3-45 Coaches Model Year : 2008 – 2009 | Vehicles 2PCG334938172 9108 2PCG334948172 9151 and from 2PCG334928C72 9282 up to 2PCG334989C72 9580 incl. |
|  XLII-45 Motorhomes Model Year : 2008-2008 | Vehicles 2PCW3349X8C72 9199 2PCW3349X8C72 9316 and from 2PCW334998C72 9372 up to 2PCW334979C72 9579 incl. |
|  Entertainer Model Year : 2008-2009 | Vehicle 2PCY334928172 9122 and from 2PCY334978C72 9279 up to 2PCY334949C72 9581 incl. |

This Warranty Bulletin does not necessarily apply to all the above-mentioned vehicles, some vehicles may have been modified before delivery. The owners of the vehicles affected by this recall will be advised by a letter indicating the Vehicle Identification Number (VIN) of each vehicle concerned.

DESCRIPTION

On all vehicles mentioned above (with Detroit Diesel S60 engine), it is necessary to replace the existing dashboard regeneration switch. Prevost has determined that this switch would not be able to initiate a stationary regeneration after a DDEC VI software upgrade.

It is imperative that your new switch be retrofitted BEFORE your vehicle is brought into the nearest Detroit Diesel distributor for a DDEC VI software upgrade. If the software upgrade is done first, then the regeneration switch will not function.

Please, read the Detroit Diesel information letter included with this warranty bulletin.

MATERIAL

| Part No. | Description | Qty |
|----------|---------------------|-----|
| 564106 | Regeneration switch | 1 |

NOTE

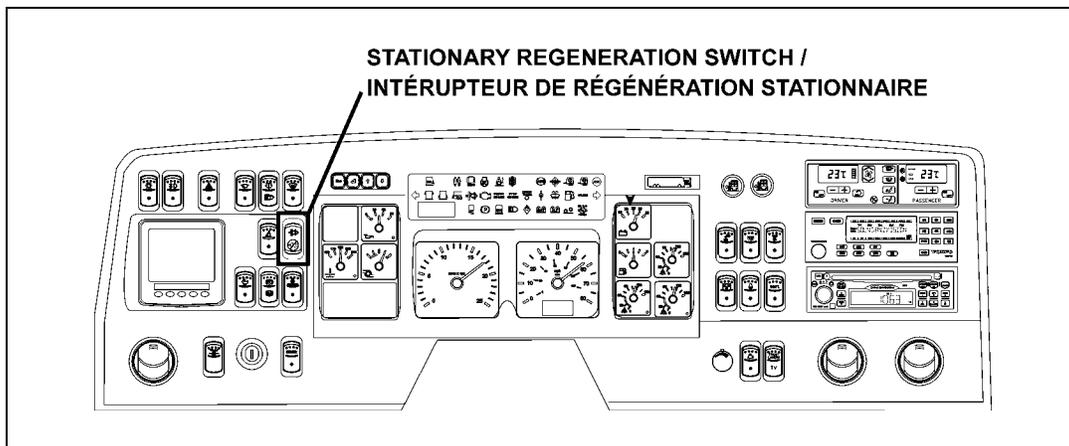
Material can be obtained through regular channels.

PROCEDURE



DANGER

Park vehicle safely, apply parking brake, stop engine and set battery master switch(es) to the OFF position prior to working on the vehicle.



1. Remove the dashboard cover.

NOTE

Before removing the existing switch, check the part number on the label affixed on the switch housing. If you read Prevost part number #564106, the switch in place is the new one and it does not need replacement.

2. Unplug the connector behind existing regeneration switch.
3. From behind the dashboard, press the tabs on the switch housing and remove the switch. The switch will come out on the front side of the dashboard.
4. Insert the new regeneration switch and plug the connector.
5. Reinstall the dashboard cover.

WARRANTY

This modification is covered by Prevost's normal warranty. We will reimburse you the parts and a half hour (0.5) of labor upon receipt of the replaced switch and a completed A.F.A. form on which you must specify as per "Warranty Bulletin 08-13".

Parts / Waste disposal:

Return replaced parts to Prevost with A.F.A. for full reimbursement.



No.: 08 TS-18
June 30, 2008

TO: Service Locations

FROM: Technical Support Development

SUBJECT: **EPA07 Series 60® New MCM Software v62.4.0.0 and CPC Software r4.00**

ISSUE

For EPA07 Series 60 engines, new MCM software v62.4.0.0, fuel maps, and CPC software r4.00 have been released to the server. This package offers the following improvements:

- Up to 2.5% fuel economy improvement (results will vary)
 - Increased Regeneration Interval
 - Optimization of Regeneration Cycle
 - Release of/or improvements to the function of Progressive Shift, Soft Cruise, Common Drive Rewards, Filtered Fuel Economy Incentive and Ability to set Cruise Control Limit higher than Road Speed Limit
- Improved functioning of Progressive Shift (PS)
The 150 rpm droop on all DDEC VI governors has been eliminated. PS now operates as it did for DDEC V units.

NOTE: If you have previously used PS settings to compensate for the 150 rpm droop, you will need to adjust these settings accordingly.

NOTE: If you have previously used 'Maximum Engine RPM' to control engine speed, you will also need to adjust this setting accordingly as it will no longer have 150 rpm droop.

- Addition of Soft Cruise function
“Soft Cruise” reduces the overall fueling required to operate a vehicle in Cruise Control by delaying full-load torque requests until the vehicle has slowed to a speed slightly less than the set cruise speed.
- Addition of Common Driver Rewards function
This is similar to Fuel Economy Incentive but now allows targets for percent of time in top gear and/or percent cruise time.
- Fuel Economy Incentive - Filtered Fuel Economy Setting
This corrects the calculation to operate as in DDEC V units.
- Higher Cruise Control maximum speed over-road speed limit
This allows a fleet manager to permit a driver to go above the set maximum road speed while in cruise control.

- Addition of Hydrocarbon (HC) Storage function
This functionality has been added to protect the engine from hydrocarbon build-up within the ATD during extended periods of idle. Auto-Elevate eliminates the hydrocarbon build-up before reaching critical levels by automatically increasing engine RPM. This feature is defaulted to “off”.
- Reduction of code SPN 412, FMI 3 - EGR Temp Sensor Circuit Failed High
- Reduction of code SPN 2791, FMI 7 - EGR Valve Position Incorrect
- Improved Diesel Particulate Filter (DPF) diagnostics by splitting the following codes into High & Low pressure codes:
 - SPN 4077, FMI 14 - Doser Fuel Line Pressure Sensor Failed Self-Test
 - SPN 3480, FMI 16 - Doser Fuel Line Pressure High
 - SPN 3480, FMI 1 - Doser Fuel Line Pressure Low
- Intake throttle valve start-up diagnostics
- Aux Engine Shutdown Input configurable
- Improved fan settings for crane applications
- Reduction of codes SPN 3610, FMI 20 – DPF Outlet Pressure Sensor Drifted High In Range Fault (Low Box) & SPN 3609, FMI 20 - DPF Inlet Pressure Sensor Drifted High In Range Fault (Low Box)
- Improved injector diagnostics

The new software and fuel maps will be effective on July 1st, 2008.

REPAIR PROCEDURE

Note: Engines operating in California that idle longer than five minutes must have a fuel map that limits NOx emissions at a specific idle range to 30 grams NOx. This fuel map and labels for the truck identifying this feature will not be available until early August. **Customers are allowed only one upgrade at no charge.** It is recommended that customers requiring the 30 gram NOx fuel map wait until it is released to obtain the fuel map and upgrades noted.

Before programming the MCM and CPC, you **MUST** have DDRS 7.03 with Service Pack 1. Reference Customer Service Announcement letter [08 CSA-17](#). Note that you **MUST** have DDRS 7.03 properly installed on your computer before updating to Service Pack 1. Reference CSA letter [08 CSA-11](#). You **MUST** use the Nexiq USB Link to program the MCM and CPC. Reference Technical Service letters [07 TS-52](#) and [07 TS-18](#).

To program the MCM to software v62.4.0.0 and the CPC to corresponding new software r4.00, you **MUST** program **BOTH** devices to these software levels:

1. You **MUST** select the “Update Device Software” function in the DDRS system when programming the MCM and CPC.
2. After the download for both the MCM and CPC is complete, click the “Finish” button.
3. Turn the vehicle ignition OFF, disconnect the USB Link at either the computer port or vehicle diagnostic port, and wait one minute.
4. Turn the vehicle ignition ON, wait one minute, reconnect the USB Link cable, and reconnect DDRS to the MCM and CPC. Reference Technical Service letter [07 TS-53](#).

5. Reconnect to the CPC using DDRS 7.03 SP1 software. Read the CPC parameters. Go to PGR050 HDMS Fan. Set parameter "HDMS Transducer Enable" to "Enable" for Cascadia only. All other models set "HDMS Transducer Enable" to "Disabled". If the setting is already correct, no change is necessary.

Note: Failure to correctly set the fan parameters will result in code SPN 639 FMI 14 - HDMS fan is configured and the J1939 message was not received or has stopped arriving.

Important information about CPC software version 4.0 on Non-Cascadia vehicles

If the CPC you are connected to has been upgraded to software version 4.0 and you receive the following fault code message: **"HDMS Fan is configured and the J1939 message was not received or has stopped arriving" (SPN639, FMI14)**, the following parameter must be set to "0" or disabled: **"PGR050 - HDMS Transducer Enable."** This parameter can only be changed with the Detroit Diesel Reprogramming Software.

6. Verify the new MCM and CPC software have been downloaded by looking at the "Identification" screen in DDRS. The MCM software version must be "62.4.0.0" and the CPC software version must be "R04_00_000a".

CLAIM PROCESS

Use the following information when filing claims for updating the software.

| | |
|-----------------------------|-----------|
| Claim Type: | 01 |
| Modification Type: | 08 M-1 |
| Fault Type: | ZZ |
| Primary Failed Part: | REPROGRAM |
| Labor OP 021901: | 1.0 HOUR |
| Parts Return: | NONE |

CONTACT INFORMATION

Please contact the Detroit Diesel Customer Support Center at 313-592-5800 or email csc@detroitdiesel.com if you have any questions. Information relating to setting parameters for fuel economy improvement and Hydrocarbon Storage Auto Elevate functionality will be found on DDCSN. To access these presentations, click on **Tools, Electronics, Electronic Tools Updates, Diagnostic Link 7.X**.